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THE  
BRITISH POST OFFICE  
FROM ITS BEGINNINGS TO  
THE END OF 1925

OXFORD UNIVERSITY PRESS

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*Publisher to the University*







THE POST OFFICE  
*By F. Goodall, R.A.*



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THE  
BRITISH POST OFFICE  
FROM ITS BEGINNINGS TO  
THE END OF 1925

BY  
C. F. DENDY MARSHALL

M.A. TRIN. COLL. CAMBRIDGE  
FELLOW OF THE  
ROYAL PHILATELIC SOCIETY  
LONDON

WITH THIRTY-SIX  
PLATES, AND SOME  
ILLUSTRATIONS IN  
THE TEXT

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## PREFATORY NOTE

THE following pages have been compiled in the hope of stimulating interest in the collection of postal matters other than adhesive stamps—of course in addition to, not in substitution for, the latter; and to suggest that a collection designed to illustrate the history of the Post Office is on a more elevated plane than one which merely aims at exhibiting as complete a show of ‘adhesives’ as possible; also with the desire to include as much information on the subject as can be comprised in a single volume—information which has been gathered from many sources, and with much care.

The making of a collection of the nature indicated will be greatly facilitated by the use of Appendixes I and II, which, for practical purposes, form a catalogue of items to be sought for. It was with this object that so much of the detail was relegated to that part of the book. It is hoped that the fact of those sections being arranged in dictionary fashion will not detract at all from their interest.

No doubt it is strictly the correct practice, when writing an ambitious work dealing with stamps, to give a minute description of the design of each one—which no one reads. No space is taken up here by details which are already familiar to the majority of readers.

It may be remarked that in the lists of persons and things, more especially the latter, many items have been included which are quite unimportant; the names of obscure packet-boats, for instance.

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52 (No P.O.)

But the reason for making entries of this kind is that one never knows what may turn up in the way of old engravings, &c.

No index has been provided. So much of the information given is already in alphabetical order that it was thought unnecessary to have one.

The illustrations, with only a few exceptions, are reproduced from originals in the author's collection, and consist almost entirely of items which have not previously appeared in books on the Post Office.

The lists of obliterations contain a considerable amount of matter that has never been published before, and does not exist in a collected state at the Post Office itself.

Thanks are due to many kind friends who have given valuable assistance.

C. F. DENDY MARSHALL.



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PART I

POSTAL HISTORY AND ISSUES





## INTRODUCTION

**A**LTHOUGH the history of the Post Office is an extremely interesting subject, it hardly meets with the attention it deserves from philatelists. It offers an almost boundless field for research, and for the collection of items which illustrate it, and which may be gathered from all kinds of unexpected places.

The author has spent much of his time for a great number of years in the formation of such a collection, comprising not only stamps and postal stationery, but postmarks, prints, books, documents, even a few newspaper cuttings, which are by no means to be despised when they are of the nature of official advertisements notifying impending changes. These notices used to be put in by the Post Office, and therefore fix the dates and details beyond question.

There are three principal books dealing with the history of the British Post Office, namely Joyce's 'History of the Post Office from its Establishment down to 1836'; the 'Life of Sir Rowland Hill', by George Birkbeck Hill, in which the story is carried on to 1864, but in combination with other matter; and one which deserves to be better known in this country than it is, published by Harvard University in 1912, called 'The History of the British Post Office', by J. C. Hemmeon. There are several others of less importance, together with a number devoted to particular parts of the subject, details of which are given in the Bibliography (Appendix III).

Mention may also be made here of a trio of books describing the stamps, namely 'The Postage and Telegraph Stamps of Great Britain', by Philbrick and Westoby (1881); 'A History of the Adhesive Stamps of the British Isles' (1899), hereinafter referred to as 'British Isles', by Wright and Creeke; and 'The Line-engraved Postage Stamps of Great Britain printed by Perkins, Bacon & Co.', by E. D. Bacon (1920). In connexion with the subject of postmarks we are indebted to the late Mr. J. G. Hendy, of the Record Room, G.P.O., for two books which are a mine of information, namely 'The History of the Early Postmarks of the

British Isles ' (1905), and ' The Postmarks of the British Isles from 1840 to 1876 ' (1909).<sup>1</sup>

With the exception of the writers on stamps, the above authors were not collectors, and it is thought that a book will be welcome which has been written by one, as he is in a position to know by experience just what information is required, which is not always easy to extract from works more ambitious in form and literary style. This information, which has taken many years to collect, is set down simply and plainly in the following pages.

Special prominence is given to such names and events as might be represented in a collection by engraved portraits, pamphlets, and the like. Subsequently to 1840, the details of the stamps are given chronologically, with the earliest known dates of use of all the varieties, which are not to be found gathered together in a convenient form elsewhere. Matters other than adhesive stamps, about which information is still more scattered and difficult to obtain, are also included, the object being to produce a work which will be found useful by Post Office collectors of every kind. The chief reason for the comparative neglect of everything outside adhesive stamps is the lack of literature on these subjects.

<sup>1</sup> A wonderful monograph on the Penny Black, by C. Nissen and Bertram McGowan, was published in 1922. For information regarding the stamps impressed on stationery, see ' Priced Catalogue of Unadhesive Postage Stamps of the United Kingdom ', by H. L'Estrange Ewen (1905), which is a brilliant piece of work. For a description of the processes used in the manufacture of stamps, see ' Postage Stamps in the making ', by Fred J. Melville (1916).



## CHAPTER I

### EARLY HISTORY

THE history of the Post Office may be said to commence in the sixteenth century. Prior to that time, such communication as existed, carried on by royal messengers, was more or less spasmodic, 'posts' being set up on certain routes as the exigencies of the time and the political and military situations called for them, and being withdrawn after the necessity had ceased.

In the reign of Henry VIII some permanent posts were set up by Sir Brian Tuke, the 'Master of the Posts'; that is to say, stations where horses were kept for the use of the King's couriers. Beyond official correspondence, probably very few letters were taken. In the reign of Queen Elizabeth we find a new kind of 'poste' established on some of the main roads, the word now coming to mean postmen or postboys. They carried a few private letters, at first more or less under sufferance. Two Proclamations of 1583 bear on the subject. The first consists of :

Sixteenth century.

'Orders set downe and allowed by the Lordes of her Majestie's privy counsell and appoynted to be put in printe for the Postes between London and the borders of Scotland. At Westminster the fourteenth of January 1583.

Item that no packets or letters shall be sufficient warrant or authoritie to constrain the postes to runne with them in poste, except they be directed for her Majestie's affaires, and shall be signed either by her Majestie, her privie Counsell or any of the personages authorized and above named.'

The post was to ride in summer seven miles an hour, and in winter five. He was to 'blow his horne so oft as he meets companie, or passeth through any towne, or at the least thrise in every mile'. From the above, which is signed by ten members of the Council, it is obvious that they did not regard private letters with favour. The Postmaster-General, however, thought otherwise, and issued a Proclamation on his own account eight days later, the ninth and tenth clauses of which distinctly sanction their carriage. It is sufficiently interesting to give in full.

Articles set downe by the right worshipful Thomas Randolph Esquier, 1583. Master and Comptroller Generall of all her Majestie's Postes, and straightly by him commanded to be kept by the Postes from London, to the Northerne

1583. borders against Scotland, for the better observation, and due execution of such orders as lately were appointed by the Lords of her Majestie's privie Councill.

First that every post for the service of the packet for her Majestie's affaires shall have in his stable, or in readinesse throughout the yeere, three good and sufficient post Horses, with saddles and furniture fitte and belonging. Three good and strong leather bagges well lined with bayes or cotton, to carrie the Packet in. And three hornes to blowe by the way as by their Lordships order is commanded. Whosoever shall faile hereof, at any time when they shall be surveyed, shall abide the punishment that the Master of the Postes shall lay upon him.

2. That every Post, so soone as the packet directed for her Majestie's affaires shall be brought unto him shall foorthwith or within one quarter of an houre after, with all speede and diligence carrie the same, or cause it to be carried to the next Post, according to the orders by their Lordships also set downe. The breach of this article shall also be punishable at the Master of the Postes pleasure.

3. That every Post, either of his owne, or such as he shall keepe or appoint under him, shall have always in readinesse, foure good and sufficient Post horses and two hornes, to serve at all occasions for such as either by commission or otherwise for better expedition shall ride in post. And if the number of horses exceed their owne furniture, then that they supplie their want as by their Lordships is provided for, and set downe.

4. That every Post from henceforth keep two faire paper books, or one large and great one, as well to register the names dates and number of such as either with commission, or without shall runne the Post, as also to enter the packets that for her Majestie's affaires shall pass and be carried by them. And the same shall signify at the end of every moneth, or within ten dayes after unto the Master of the Postes. And so often as he shall upon occasions, either generally or particularly call and send for the same.

5. That no Post shall hazard or send any Packets directed for her Majestie's affaires by any person whatsoever, but by an expresse servant of his owne, and that in post, upon paine of forfeiture of one quarters wages for the first offence, whereof the halfe to the informer thereof whosoever, and the other halfe to be at the disposing of the Master of the Postes. And for the second offence, expulsion out of his office, the same being duly proved against him.

6. That all Postes and guides ryding with any Currior, or Through Post, either with Commission, or without, shall bring the partie so riding unto the house and dwelling place of the next standing Post, that is also to furnish him of fresh horses, or shall signifie the same unto him (the partie being a personage or man of sort, that for his pleasure will make choice of his lodging). And shall not suffer him so ryding, to passe the next ordinarie stage without the consent and liking of the Post of the place. Upon paine of forfeiture of ten shillings to the Post offended, and a full restitution of so much as he should have gained.



7. Also be it especially and duely observed by all her Majestie's Postes, 1583. as they will answer to the contrary, that if any Inholder, Hackneyemen, or other whatsoever, having horse to hyre, shall take upon him contrarie to their Lordships orders to deliver any horses with horne and guide to any man running the Post either with Commission or without, Without the knowledge and consent of the ordinarie Post of the place where the horses were delivered (if any Postes there bee appointed). The Post of the next stage, by whom he passeth, shall in this case stay and charge the officer with safe custodie of the guide or conductor and shall not deliver anie horses to the partie so ryding till notice be given either to her Majestie's Secretarie, or the Master of the Postes.

8. That no Post or guide ride without his horne, and the same to blow as prescribed by their Lordships: bee it either with the Packet, or with Through Post. Neither shall he refuse to carrie the male or other cariage of the partie ryding behinde him, so that the same exceed not the weight of fourtie pounds at the utmost.

9. That no Postes servant or boy ryding with the packet, shall deliver any by letters or private packets, before he have first discharged himself of the packet for her Majestie's affaires by delivering the same into the hands of the next standing Post. Unto whom also he shall commit and deliver all the by letters and private packets as well as the other, upon paine of the forfeiture of ten shillings to the Post offended, and the displeasure of the Master of the Postes.

10. That no Postes servant or boy riding with the packet and having by letters or private packets, or other kinde of cariage committed unto them, shall adventure to open or breake up, or any other wayes directly or indirectly shall fraudulently imbessele or convey the same wilfully: but shall safely deliver the same unto the hands of the next Post as is abovesaid. And whatsoever he be that shall be found to be faultie herein, he shall lose his Master's service, and the Master shall underly such punishment as the Master of the Postes shall find him worthie of.

11. Lastly, Because that the negligence of servants and boyes hath alwayes bene the greatest cause of the former disorders, And that also to grow and fall out through the small care and want of government in the Masters: These therefore for a warning in time to come, shall be to signifie unto all the Postes in generall: That whose servant or boy soever shall hereafter either directly or indirectly, breake, disobey, or be found faultie of any of these Articles above said, The penaltie and forfeiture thereof shal lie upon the Master himself, without favour or remission.

12. And hereunto I will all her Majestie's Postes to have a speciall care and regard, as they will answer to the contrary.

London the XXII of Januarie 1583.

Tho. Randolph Comptroller of all her Majestie's Postes.

Two important Proclamations were issued by James I, one, in 1603, to the effect that the persons responsible for the horsing of the posts were



to have the exclusive monopoly of letting horses to ordinary travellers; the other, in 1609, prohibited all persons not duly authorized by the Master of the Posts from being concerned in the collecting, carrying, or delivery of letters, thus establishing a general monopoly.

The object in view was not so much profit, but in order that the State might possess the means of detecting and defeating conspiracies against itself, by meeting with 'the dangerous and secret intelligences of ill-affected persons, both at home and abroad, by the overgreat liberty taken both in writing and riding in poste'.

In the City of London at this time there was a large number of foreign merchants, more especially Flemings, who had been driven there by persecutions on the Continent. For a time they had  
 1619. posts of their own. In 1619 the King took away the management of the foreign posts from the Master of the Posts, Lord Stanhope of Harrington, and appointed one De Quester as 'Postmaster of England for Foreign Parts out of the King's Dominions'. Stanhope did not submit tamely, and the Privy Council at first practically superseded De Quester's appointment by recognizing the merchants' own post, which was conducted by a man named Billingsley. Sir John Coke opposed this proceeding fiercely, pointing out 'how unfit a time this is to give liberty to every man to write and send what he list'. The Council then executed a *volte face*, and granted De Quester an order conveying Billingsley to prison.

In 1632 De Quester, who had become old and infirm, associated with himself two men called Frizell and Witherings. The latter showed such ability in dealing with the foreign posts that in three years' time the King commissioned him to inquire into the inland posts, and put them on a better footing.

He was the founder of the modern system. With the intention that the posts should not only be regular and certain, but also self-supporting, he worked out a scheme embracing the whole country, with a scale of charges according to distance.

Plate I is a reduced facsimile of the first page of the King's Proclamation of 1635, giving Witherings his authority. The second page runs as follows :

said Letters to Plymouth, Exeter and other places in that Roade, His Maiestie doth order the said Thomas Witherings to take the like as is now paid as neere as possibly he can.

And further, His Maiestie doth Command and Order the said Thomas Witherings, as soone as possibly may be, to settle the like conveyance for





By the King.

A Proclamation for the setting of the Letter  
Office of England and Scotland.



Hereas to this time there hath beene no certaine or constant enter-  
course betweene the Kingdomes of England and Scotland, His Majesty  
hath beene graciously pleased, to command His servant Thomas  
Witherings Esquire, His Majesties Post-master of England for forraigne  
parts, to settle a running Post, or two, to run night and day betweene  
Edenburgh in Scotland, and the City of London; to goe thither, and come  
backe againe in fixe dayes, and to take with them all such Letters as  
shall be directed to any Post-towne, or any place neere any Post-towne  
in the said Roade, which Letters to be left at the Post-house, or some other house, as the said  
Thomas Witherings shall thinke convenient: And By Posts to be placed at severall places out of  
the said Roade, to run and bring in, and carry out of the said Roades the Letters from Lincolne,  
Hall, and other places, as there shall be occasion, and answeres to be brought againe accordingly;  
And to pay Post for the carryng and recarryng of the said Letters, Two pence the single  
Letter, if vnder fourescore Miles; And betweene fourescore, and one hundred and forty Miles,  
Foure pence; If aboue a hundred and forty Miles, then sixe pence; and vpon the borders of  
Scotland, and in Scotland, Eight pence: If there be two three, foure, or five Letters in one Packet,  
or moze, Then to pay according to the bignes of the said Packet, after the rate as befoze; which  
money for Post as befoze, is to be paid vpon the receiuing and deliuey of the said Letters here  
in London.

The like rule His Majesty is pleased to order the said Thomas Witherings to obserue to  
Westchester, Holyhead, and from thence to Ireland, according to a prouision made by the Lord De-  
putie and Councill there; and to take Post betwixt the City of London and Holyhead, as befoze to  
the Northward; and to goe thither, and bring answeres backe to the City of London, from all  
the places in that Roade in fixe dayes, which is constantly hereafter to be obserued; and to settle  
By-posts in the said Roade, as there shall be occasion, for the benefit of all His Majesties louing  
Subjects.

His Majesty is pleased further to command the said Thomas Witherings, to obserue the  
like rule from the City of London to Plymouth; and to prouide sufficient messengers to run night  
and day to Plymouth, and to returne within fixe dayes to the City of London, and for carriage of the





letters from Oxon, Bristoll and other places on that Roade, for the benefit of all His Subjects. And the like the said Thomas Witherings is to observe with all convenient speed to Colchester and so to Norwich, and divers other places in that Roade.

The three first conveyances from London to Edenburgh, from London to Westchester and Holyhead in Wales and from London to Plymouth and Exeter are to begin the first weeke after Michaelmas next. 1635.

Now for the better enabling the said Thomas Witherings to goe forward with this service and for the advancement of all His Maiestie's Subjects in their Trade and correspondence ; His Maiestie doth hereby Command and Order all his Post-Masters upon all the Roades of England, To have ready in their Stables one or two Horses according as the said Thomas Witherings shall have occasion to use them, to carry such Messengers with their Portmantles, as shall be imployed in the said service to such Stage or Place as his present occasions shall direct him to. If the said Messenger shall have occasion but for one Horse, then to leave him at the place where he shall take fresh Horse, paying for him Two pence halfe-penny for every Mile ; if two Horses, then to take a Guide and pay Five pence a Mile.

And that the said Post-Masters may be provided for that service, His Maiestie doth hereby Order and Command, that such Horses as shall be provided for the said service, shall not upon that day the Messenger shall be expected, let or send forth the said Horses so provided, upon any other occasion whatsoever. And His Maiestie's further Will and Pleasure is that from the beginning of this service or imployment, no other messenger or messengers, Foot-Post or Foot-Posts, shall take up, carry, receive, or deliver any Letter or Letters whatsoever, other than the Messengers appointed by the said Thomas Witherings to any such place or places as the said Thomas Witherings shall settle the conveyances, as aforesaid. Except common known Carryers, or a particular Messenger, to be sent of purpose with a Letter by any man for his own occasions, or a Letter by a friend. And if any Post, Messenger or Letter Carryer whatsoever, shall offend contrary to this His Maiestie's Proclamation ; His Maiestie upon complaint thereof made, will cause a severe exemplary punishment to be inflicted on such delinquents.

And His Maiestie doth hereby strictly require and Command all his loving Subjects whatsoever, duly to observe and performe His Royall pleasure herein declared, as they will answere the contrary at their perils.

And lastly, His Maiestie doth hereby charge and command all Justices of Peace, Majors, Sheriffes, Bailiffes, Constables, Headboroughs, and all other his Officers and Ministers whatsoever, to be aiding and assisting to the said Thomas Witherings in the due accomplishment of this His Maiestie's Will and Pleasure.

Given at our Court at Bagshot, the last day of July in the eleventh yeere of Our Reigne 1635.

GOD SAVE THE KING.

It is a sign of the greater regularity of the posts that about this time the custom died out of writing ' Haste, post haste ', on letters.

## CHAPTER II

### THE MID-PERIOD

**I**N 1637, Lord Stanhope having surrendered his patent, Witherings became Master of the Posts. But it was not for long. In 1640 charges were made against him of maladministration, and his office was sequestered into the hands of Philip Burlamachi. Witherings, after struggling vainly to maintain his position, in 1642 assigned his patent to the Earl of Warwick, under whose influence both Houses of Parliament declared the sequestration to be illegal and void. Meantime Burlamachi had found a powerful ally in the person of Edward Prideaux,<sup>1</sup> afterwards Attorney-General  
1642. under the Commonwealth, and still kept possession of the letter office. The Commons now took his part, the Lords continuing to champion Warwick, and the rival parties even went so far as to capture and recapture the mails en route. On one pretext or another, as many as half a dozen claimants arose, some of whom published pamphlets setting forth their cases : Henry Robinson ; Sir Daniel Watkins in trust for Thomas Witherings, junior, for the foreign office ; and Moore and Jessop. Billingsley, the old Postmaster of the ' Merchant Adventurers' Post ', also put in a claim for the foreign office. The House of Commons was finally victorious, and in 1644 Prideaux was appointed Master of the Posts.

1649. In 1649 the Common Council of the City of London, not content with a post only once a week to Scotland, which is all there was, set up posts of their own to Edinburgh. These were suppressed, but not without appealing to Parliament, who, now that their attention had been again drawn to the posts, did not stop there.

Hitherto, in consideration of defraying the charges, Prideaux had been allowed to receive the postage and make what he could out of it. He was now ordered, in addition to paying all outgoings, to hand over £5,000 a year to the State. This was the introduction of the system of farming, by which the posts were carried on for over half a century.

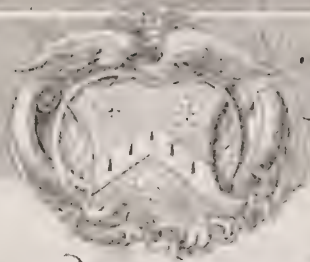
In 1653 Prideaux' term came to an end, and the posts were

<sup>1</sup> See Appendix I, *Prideaux*.





*The Right*  
*John*



*Honourable*  
*THURLOE Esq.*

*Secretary of State*  
*OLIVER and*

*to the Protectors*  
*RICHARD CROMWELL.*

*G. Vertue del. 1659*





farmed to Captain John Manley for two years at £10,000 a year. In 1654 Manley's title was confirmed by Act of Parliament, which was the first Act dealing directly with postal affairs. In September, 1655, by order of the Council of State, the direction of the posts was entrusted to Mr. Thurloe, Secretary of State, at the same payment. The change of management was followed in 1657 by an important step in advance. This was the passing of an Act of Parliament entitled 'An Act for settling of the Postage of England, Scotland and Ireland', thus giving legislative sanction for what had previously only rested on Orders in Council. At the Restoration the 'pretended Act', as it was then called, was replaced by another, but that of 1660 was little more than a re-enactment of the previous one. Virtually it is to the Act of 1657 that the General Post Office owes its origin, although the Act of 1660, as being unimpeachable, has been commonly called its charter.

Thurloe intercepted letters wholesale; the foreign mails, both inwards and outwards, were sometimes held up for weeks together, in order that the letters might be read by committees appointed for the purpose.

In 1660 the Post Office was farmed to Henry Bishop, of Henfield in Sussex,<sup>1</sup> at £21,500 a year for seven years. In that year, or the next, an important innovation was made, namely the introduction of postmarks. It is curious that in Joyce's 'History', and in Hemmeon's following him, the credit for this improvement is given to Dockwra, twenty years later. They were little circles containing the day of the month, and were at first only used in the London office, being next employed at Dublin and Edinburgh; in black ink in London and Dublin; and red at Edinburgh. It had previously been the duty of each postmaster to write on the letters the date and hour of its passing through his hands, a practice which now fell into disuse, notwithstanding that it was many years before postmarks were employed elsewhere than at the three capitals.

Before three years had passed, Bishop surrendered his lease, and was succeeded for the remainder of his term by Daniel O'Neale, or O'Neile, Groom of the King's Bedchamber.

In 1663 the revenues of the Post Office, subject to a substantial payment to the King, were settled on the Duke of York. At his accession as James II they reverted to the Crown.

<sup>1</sup> A Proclamation on the subject is dated 16th January, 1660.

In 1667 Lord Arlington, Secretary of State in the Cabinet known as the Cabal, became Postmaster-General.<sup>1</sup>

1680. In April, 1680, a penny post was set up in London. It is said to have been initiated by Robert Murray; if so, he must have assigned it almost immediately to William Dockwra,<sup>2</sup> with whose name it is usually associated, and to whom belongs the credit of making it a practical success. Among the valuable features, which are described later, postmarks were used, even going so far as to show the hour. In spite of its advantages, the penny post had many enemies; such as the porters, who lost much of their business, and many people simply because it was an innovation. The Government, however, at first held their hand; no doubt it was useful as a feeder to the general post; but in a year or two, when it had probably become a profitable undertaking, the Duke of York complained that his monopoly was being infringed, and the courts of law decided in his favour, Dockwra being cast in damages, and his organization taken over.

In 1688 the packet station at Falmouth was established, the boats at first running to 'The Groyne', i. e. Corunna. In 1702 a service was started to the West Indies. For nearly a century and a half the packets were owned by the Post Office, except additional ones, which were occasionally hired. During the times when we were at war they had many exciting fights in various parts of the world, some of which are commemorated by fine prints.

In 1708 Charles Povey<sup>3</sup> set up a halfpenny post in London. His men carried bells. The Post Office went to law with him, of course winning, and extinguished his post, but adopted his bells.

1711. A new Act was passed in 1711, raising the postage rates, and taking away the carriers' privilege, except in the case of letters concerning the goods in their carts, even these letters having to be carried free. The effect of raising the rates was to reduce the receipts, and an outcry was raised by the farmers, who were at this time nine in number, over different areas, which was met by cancelling their leases, and taking them on as managers at fixed salaries.

About 1712, postmarks were introduced into country offices. They consisted of the name, usually in two straight lines, without any indication of date.

<sup>1</sup> A Proclamation on the subject is dated 16th July, 1667.

<sup>2</sup> See Appendix I, *Dockwra*; and Appendix II, *Penny Post*.

<sup>3</sup> See Appendix I, *Povey*.





*W. H. H. H. H.*

*W. H. H. H. H.*

*W. H. H. H. H.*



In 1720 the 'cross posts' were taken in farm by Ralph Allen, 1720. who greatly improved the communications all over the country. He insisted on the stamping of the bye and cross letters, which had hitherto been neglected. He was the first of the three great reformers who did so much for the Post Office. A short account of his activities will be found in Appendix I.

About the middle of the century, under the provisions of the numerous Turnpike Acts which were being passed, the trustees of the roads had to measure distances and set up milestones, the result being that the distances as reckoned by the Post Office were all found to be considerably under the true figures. As soon as the milestones were in place, the charges for horses and for letters were adjusted to the new measurements, and to assist in enforcing the increased rates the mileage from London began to appear on the country postmarks. Joyce states that the old reckoning was continued for the mails, but the figures on the postmarks show that it was not so as regards the rates for letters. Road books of this period show two parallel columns of figures: C, computed, and M, measured.

When George III came to the throne in 1760 the Crown sur- 1760. rendered the revenues arising from the Post Office, receiving instead a fixed sum in the Civil List. For some time previously a considerable part of them had been diverted to public purposes.

In 1764 and 1765 two important Acts were passed. The first 1764. dealt with franking, which had previously been a concession granted by the Crown, and now became a right conferred by statute, a change necessitated by the altered conditions. Certain restrictions, which the Post Office fondly hoped would correct abuses, and lessen the number, were imposed, but they completely failed of their effect. The operation of turning a concession into a right seemed to sweep away all scruples, and franks increased enormously.

The Act of 1765 reduced the postage for short distances, and empowered the setting up of penny posts in country towns.

At this time there were no letter carriers, except in the three capitals. The postmaster was the sole official, and he either delivered the letters, charging what he could get for doing so, or left people to fetch their own. At a number of places the practice within the memory of old people had been to deliver the letters without charge—of course when there were much fewer of them—and the



1774. inhabitants of several towns proceeded to law on the question of the legality of the charge, and won. Thurlow, the Attorney-General, was of opinion that the statute had been complied with when the letters had reached the post office of the town to which they were addressed. The case of Hungerford, where a penny had been charged since the beginning of the century, was tried in 1774 before Lord Mansfield, L.C.J., Aston, Willes, and Ashurst, J.J., whose judgements were all emphatically against the Post Office. Consequently, letter carriers were gradually appointed all over the country.

As a set-off against these defeats, the Post Office was successful  
1778. in an action of 1778, of perhaps even more vital importance, in which it was sought to recover compensation for a lost letter. Lord Mansfield was this time on their side, deciding that the Postmaster-General was not liable. A similar case had been tried at the beginning of the century, with the same result.

In 1780 the monopoly of letting post horses was taken away.

For upwards of a century stage coaches had been running in various parts of the country, and by now far outstripped the mail carriers, who were wretchedly horsed. At the suggestion of John Palmer,<sup>1</sup> mail coaches were introduced to carry the letters, and  
1784. began running in August, 1784. This measure brought with it not only greater speed, but increased security, as the postboys were continually being robbed. These depredations were now confined to such horse mails as remained, and the cross posts. Palmer was made Comptroller-General, but afterwards met with the usual fate of Post Office reformers, and was dismissed, not, however, without considerable cause. Later on he received a pension, and, many years after, a grant of £50,000. He was succeeded in the office by a subordinate of his, named Charles Bonnor.

1792. In 1792 the 'Money Order Office' was established. At the same time it was laid down that all letters containing coin should be registered, without fee—beyond, of course, the double charge for the inclosure. No other letters, however valuable they might be, could be registered. It was the practice, strongly recommended by the Post Office, when sending banknotes, to cut them in halves, and send each half in a separate letter.

The general post letter carriers were put into uniform.

<sup>1</sup> See Appendix I, *Palmer* ; and Appendix II, *Mail Coaches*.



Published by R. Phillips, N<sup>o</sup> 71, St. Pauls Church Yard, London

PLATE IV

Portraits of JOHN PALMER

- (1) *From the picture by Gainsborough*  
 (2) *From Phillips' 'Public Characters', 1803*







In 1794 the London Penny Post was remodelled by Act of 1794. Parliament in accordance with arrangements made by Edward Johnson, formerly a letter carrier, now put at the head of it. The result of increased facilities was more than to double the receipts. One of the alterations in the new Act was to bring it into line with the general post by making prepayment optional instead of compulsory, which it had always been before.

In 1795 fresh restrictions were placed on franking.

In 1797 the rates were further raised.

In 1801 the Post Office was called upon for a large increase in 1801. its contribution to the Exchequer, in consequence of the war. Accordingly an Act was passed increasing the mileage rate and turning the London Penny Post into a Twopenny Post—except for letters passing first by general post, in which case the old charge was retained. The fifth clause of this Act enabled the Post Office to set up local posts under rather more elastic conditions than those governing the ordinary penny posts.

In 1805 there was a call for still more money, and the mileage 1805. rates were increased by 1d. all down the scale. The charge by the London Twopenny Post was made 3d. for places outside the 'general post limits'.

In 1812 there was yet another turn of the screw, in the shape of a further penny on the mileage rates. This was the high-water-mark of postal charges. A 'single' letter, that is to say, consisting of a single sheet of paper, without any enclosure, was charged 4d. for 15 miles or less, rising up to 17d. above 700 miles. The following year tolls were imposed on mail coaches in Scotland, 1813. from which they had previously been exempt everywhere except in Ireland, and an additional halfpenny was put on every letter in the former country.

In 1821 the Post Office ordered two steam-packets for the Irish mails, the 'Lightning', renamed 'Royal Sovereign', and the 'Meteor'.

About this time Telford was working on the Holyhead road. Commencing in 1815, he crowned the operations by the admirable suspension bridge over the Menai Straits in 1826. The Post Office 1826. tacked on an extra penny per letter for crossing it, and a second for the Conway Bridge, which made the postage for a single letter from London to Dublin no less than 16 pence. If a sheet of paper was enclosed, it cost 2s. 4d.

1829. In 1829 the Post Office at St. Martins le Grand was opened. It is the subject of a number of interesting and valuable prints.

In 1830 mails were sent by train for the first time, namely between Liverpool and Manchester.

The following year, Lord Althorp, the Chancellor of the Exchequer, insisted on an innovation which had far-reaching results. The service to Holland and Hamburg, which was being carried on by sailing packets from Harwich, was put up to public competition, the tender of the General Steam Navigation Company being accepted.

In 1835 the mails to India were conveyed by the 'Overland Route', through the Mediterranean and over the Isthmus of Suez, thanks to the energies of Lieutenant Waghorn.<sup>1</sup>

In 1837 the packets were all transferred to the Admiralty.

1838. In 1838 the first 'Travelling Post Office' commenced running.<sup>2</sup>

The old 'Money Order Office', down to now a private enterprise, was incorporated into the Post Office.<sup>3</sup>

<sup>1</sup> See Appendix I, *Waghorn*.

<sup>2</sup> See „ II, *Railways*.

<sup>3</sup> See „ II, *Money Order Office*.



One of Bishop's postmarks

IV = JU = June







PLATE V  
SIR ROWLAND HILL, K.C.B.

### CHAPTER III

#### ROWLAND HILL

FOR a number of years a great deal of criticism, ever increasing in force, had been directed against the Post Office. The public were groaning under enormously high rates, which, moreover, were so complicated and capricious that it was frequently impossible for the total charges on a letter to be assessed until it reached its final destination. In February, 1835, mainly owing to the efforts of Mr. Wallace, the member for Greenock, who became one of Rowland Hill's most powerful supporters, a committee of three members, known as the 'Commissioners of Post Office Enquiry', had been appointed to investigate the management of the Post Office. It sat for three years, and issued ten reports down to January, 1838. Meanwhile, namely in January, 1837, Rowland Hill had entered the lists with his celebrated pamphlet, 'Post Office Reform', at first circulated privately, and in March publicly.<sup>1</sup>

In consequence, another committee, called the 'Select Committee on Postage', consisting of fifteen members, was set up in November, 1837, to examine the effect of his proposals. They issued three reports only.

'Post Office Reform' is the most important pamphlet in the 1837. world. Never before or since has the publication of one had such far-reaching results.

Hill's first point was that there had been no increase in the Post Office revenue during the twenty years 1815 to 1835, although the population had increased by nearly a third, a result he attributed to the excessive rates of postage, combined with the increasing facilities for evading them. During the same period the revenue derived from stage-coach duties had increased 128 per cent.

The facilities for evasion that he spoke of were provided principally by the stage coaches and carriers. From evidence given before the committees it appeared that in spite of the penalty of £5 a letter, every carrier's cart conveyed them. Round Birmingham there was a regular system, actually giving employment to people

<sup>1</sup> See Bibliography, section (b).



1837. occupied solely with their collection and delivery. It was also the practice of large mercantile houses to send letters going abroad in a box to Liverpool to be put straight on board. The same was done by the 'coffee-houses', where bags used to be kept in order to collect letters for the foreign mails at a charge (then) of 3d. each.

Another trick was to write on a newspaper with 'invisible' ink, the newspapers passing through the post free. They were charged with postage if there was any mark on them, as many as 19,000 being thus charged in one year. People used to dot letters, or prick through them in order to convey a message, or the papers could even be made to serve the purpose without any manipulation; a person would say in a letter, 'Send me an old newspaper, and I shall know you have received this'!

Returning to the pamphlet; a calculation showed that the actual cost of conveying a letter from London to Edinburgh under the existing conditions was only one-thirty-sixth of a penny. The influence of the distance travelled by a letter on the expense was infinitesimal, it being almost entirely taken up by collection, delivery, and various 'overheads'. Consequently, however revolutionary it might seem, a uniform rate was the fairest.

Down to 1840 prepayment of letters had been rather exceptional; in fact it was considered contrary to etiquette between equals, in the same way as enclosing a stamp for reply would be looked on now. Rowland Hill wished to make prepayment compulsory, in order to avoid the accounts which had to be kept for post-paid letters, but he did not venture to make it an integral part of his plan, doubtless for fear of opposition. Neither did he dare to propose doing away with the free transmission of newspapers, nor of franks, though in the sequel the abolition of the latter was no doubt, in the eyes of the Post Office, the one bright spot about Penny Postage. In the original 'private and confidential' issue he made no suggestion as to stamped covers or adhesive stamps. The letters were to be prepaid in money, and stamped with the name and address of the receiving house, the marks being given by a *tell-tale stamp*, which would count the letters. In the subsequent public issues, stamped covers and adhesive stamps are proposed as alternatives, together with a charge of 2d. for unpaid letters.

From the mass of evidence given before the committees it is possible to derive a certain amount of interesting information, and



some amusement. Speaking in 1838, Mr. Bokenham, superintendent of the Inland Department, said that machinery for stamping (i. e. postmarking) letters had been tried, he should suppose, about a dozen times, but without success. No special postmarks used in connexion with these early attempts are known. 1837.

Among the arguments put forward against prepayment is an amusing one: it is stated that there would be an objection to prepaying letters applying for debts; the creditor wrote to the debtor without paying the postage, and very often the latter discharged the debt in order to avoid having to pay the postage on another letter.

Objections were raised to increased deliveries, on the ground that they inconvenienced the public. Commercial men were said to have complained of a second delivery which had recently been instituted in London in consequence of the receipt of letters by the railway: they were accustomed to one delivery in the day, and on that their business hinged; consequently, when they were 'disturbed' by a second delivery, it put them out considerably.

The officials used to hold the letters up to a light and look through them, in order to detect enclosures (which involved extra charges). This practice revealed valuable ones, and exposed the men to temptations against which they were far from proof, as an enormous number of robberies took place, more especially as no letters could be registered unless they contained actual coin.

Mr. Charles Knight, the publisher of the 'Penny Cyclopaedia' and other kindred works which had a great vogue at the time, brought out a curious point of Post Office practice. He said that a large number of anonymous letters came in consequence of the publication of any widely extended periodical work; generally in the form of complaints, sometimes 'they introduce some terms not very civil; the Post Office will immediately give us the postage if such a term occurs in the letter'. At the present time, the fact that a letter contains abuse would hardly entitle it to go free!

Another very extraordinary practice is described by a witness. He sometimes received parcels from America charged with heavy postage, which had been given to some one on board to post on arrival, and had been pounced upon by the Custom House officers. Not knowing if the contents were valuable or not, he would decline to pay, and the officials would actually bargain with him as to the amount, and let him have it for less!

1837. Another witness mentioned that money remittances were frequently accompanied by an injunction *not* to send a receipt, on account of the high rates; one writer putting it thus: 'If you can forward me an acknowledgement free, well; if not, do not put me to expense, as I have no elevenpences to spare for the Dead Sea of the Exchequer.' It appeared that there was a rooted objection on the part of Scotsmen to paying postage; according to evidence given, 'it was like taking their skin'!

A Glasgow publisher gave an interesting account of some of the various means by which letters were conveyed so as to evade the postage. The principal he considered to be booksellers' parcels; next, the carriers; next, weavers' bags. The latter contained the webs which were sent out to the various weavers to be woven, and came back, the weaving in those days being done in their own homes, instead of in factories. He went on to add the guards and drivers of the stage coaches; the stewards and enginemen of the steamboats plying to Ireland and the Highlands and islands. Even the guards and drivers of the mail coaches were not immaculate, though they were somewhat chary of taking them. Merchants' miscellaneous packets were all full of letters. And in Glasgow and Edinburgh there were what were called 'family boxes'; when students came to college, they received once or twice a week a box from their families, containing cheese, butter, meal, cakes, and so on; 'the moment it is known that any family has a son at the university, they make a post office of that farm-house.' Subscription library boxes were utilized for the same purpose.

The illicit conveyance of letters was carried on to such an extent, and was so profitable, that there were actually individuals who travelled specially by stage coach for the purpose of taking letters. The carriers often employed little girls and old women to collect and deliver letters, their usual charge being a penny. Very few persons considered it wrong; the practice had prevailed so long, and was so deep rooted, that no one thought about its illegality.

A solicitor, when asked if his profession felt the heavy rates of postage, replied: 'Our clients perhaps feel it more than we do, because, of course, we always take care to charge the amount in our bills, but we, in a roundabout way, suffer from our character getting a scratch on account of the heaviness of our bills.'

Among the legion of letter smugglers were bill stickers, who,



however, had an inconvenient habit of occasionally sticking to the 1837. letters, and selling them for waste paper.

Rowland Hill's evidence is very interesting when he came to deal with stamps. It was given on the 13th February, 1837 (p. 33 of the 'Ninth Report of Commissioners of P. O. Enquiry'), and ran as follows: 'A few years ago, when the expediency of entirely abolishing the newspaper stamp, and allowing newspapers to pass through the Post Office for 1d. each, was under consideration, it was suggested by Mr. Charles Knight, the publisher, that the postage on newspapers might be collected by selling stamped wrappers at 1d. each. Availing myself of this excellent suggestion, I propose the following arrangement.' Here follows a description of the method of use of the covers; there were to be several varieties, each with its appropriate weight legibly printed upon it, together with an enumeration of the advantages that would accrue to the Post Office in consequence of their adoption. Then comes the suggestion of the adhesive stamp, which he introduced merely to meet a possible objection to the others, not for a moment realizing the immense convenience they would prove to be: 'Persons unaccustomed to write letters would perhaps be at a loss how to proceed. They might send or take their letters to the post office without having had recourse to the stamp' (here he means stamped cover). 'It is true that, on presentation of the letter, the receiver, instead of accepting the money as postage, might take it as the price of the cover or band, in which the bringer might immediately enclose the letter, and then redirect it; but the bringer would sometimes be unable to write. Perhaps this difficulty might be obviated by using a bit of paper just large enough to bear the stamp, and covered at the back with a glutinous wash, which the bringer might, by applying a little moisture, attach to the back of the letter, so as to avoid the necessity of redirecting it.'

It is very strange that he should have contemplated the provision of adhesive stamps merely for the convenience of the illiterate. Although he indicates the back as the place for them, he means the address side. Envelopes in those days were hardly known, and the address was written on the backs of the letters, which when folded up became the front.

In the teeth of strenuous opposition, Penny Postage won the day. There was a short transition period, lasting from the 5th December, 1839, to the 9th January, 1840, during which a uniform



1839. rate of 4d. was paid, irrespective of distance, and on the 10th January it became possible to send a letter for a penny, no matter whether there was an enclosure or not, provided the weight did not exceed half an ounce, throughout the length and breadth of the land.<sup>1</sup> You could take your letter and a penny to the post office, in which case, if the office was a small one, it had *I* scrawled on it in red, the colour always associated with paid letters, or if a large one, stamped; or you could leave the recipient to pay, in which case the charge would be 2d., marked in black, occasionally blue. The imposition of double rates on unpaid letters, of course, had the effect of making prepayment the regular custom.

Owing to the fear of overwork when the reduced rates came in, the 'Money Letter' system was stopped on the 1st January, 1840.<sup>2</sup>

The Act of Parliament which cut at the roots of the old system of payment according to distance had become law on the 17th August, 1839. After reciting that it was expedient that the rates should be reduced to a uniform one of a penny, it gave authority to the Lords of the Treasury to make the necessary changes by Warrant. They were empowered, among other things, to direct that letters written on stamped paper or enclosed in stamped covers, or having a stamp affixed thereto (subject to stamp and weight being correct) shall pass free of postage. Which shows that the authorities had made up their minds so far, and that the points remaining to be settled were only the designs, and methods of printing.

On the 10th August, 1840, an elaborate Act was passed, confirming what had been already done, and settling all the details of rates at home and abroad, &c.

Meanwhile, on the 6th September, 1839, a copy of a Minute of the Board of Treasury relative to carrying into effect the Act of August was published in *The Times*, from which the following are extracts :

Before My Lords can decide upon the adoption of any course either by stamp or otherwise, they feel it will be useful that artists, men of science, and the public in general, may have an opportunity of offering any sugges-

<sup>1</sup> Persons living in the country, however, frequently had still to pay additional charges, both official and unofficial, for delivery, or for the privilege of having their letters left somewhere to be called for. See a little article by the author, entitled 'Penny Postage in the early days' (*Stanley Gibbons' Monthly Journal*, December, 1924).

<sup>2</sup> See p. 215 with reference to this date.

# POST OFFICE REGULATIONS.

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**On and after the 10th January,**  
a Letter not exceeding **half an ounce**  
**in weight**, may be sent from any part  
of the United Kingdom, to any other part,  
for **One Penny**, if paid when posted, or  
for **Twopence** if paid when delivered.

---

## THE SCALE OF RATES,

If paid when posted, is as follows, for all Letters, whether sent  
by the General or by any Local Post,

Not exceeding  $\frac{1}{2}$  Ounce ..... **One Penny.**

Exceeding  $\frac{1}{2}$  Ounce, but not exceeding 1 Ounce, **Twopence.**

Ditto 1 Ounce ..... 2 Ounces **Fourpence.**

Ditto 2 Ounces ..... 3 Ounces **Sixpence.**

and so on; an additional Two-pence for every additional Ounce.  
With but few exceptions, the **WEIGHT** is limited to Sixteen Ounces.

*If not paid when posted, double the above Rates are charged on  
Inland Letters.*

## COLONIAL LETTERS.

If sent by Packet Twelve Times, if by Private Ship Eight Times, the  
above Rates.

## FOREIGN LETTERS.

The Packet Rates which vary, will be seen at the Post Office. The  
Ship Rates are the same as the Ship Rates for Colonial Letters.

As regards Foreign and Colonial Letters, there is no limitation as to  
weight. All sent outwards, with a few exceptions, which may be learnt at  
the Post Office, must be paid when posted as heretofore.

Letters intended to go by Private Ship must be marked "*Ship Letter.*"

Some arrangements of minor importance, which are omitted in this  
Notice, may be seen in that placarded at the Post Office.

No Articles should be transmitted by Post, which are liable to *injury*,  
by being stamped, or by being crushed in the Bags.

It is particularly requested that all Letters may be *fully and legibly*  
*addressed*, and *posted as early* as convenient.

*January 7th, 1840.*

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By Authority:—J. Hartnell, London.







tions or proposals as to the manner in which the stamp may best be brought into use. With this view, My Lords will be prepared to receive and consider any proposal which may be sent in to them on or before the 15th October, 1839.

My Lords will be prepared to award a premium of £200 to such proposal as they may consider the most deserving of attention, and £100 to the next best proposal. My Lords will feel at liberty to adopt, for the public service, any of the suggestions which may be contained in any communications made to them, except of course where parties have any rights secured by patent.

The points which this Board consider of the greatest importance are :

1. The convenience as regards the public use.
2. The security against forgery.
3. The facility of being checked, and distinguished in the examination at the Post Office which must of necessity be rapid.
4. The expense of the production and circulation of the stamps.

The successful competitors were notified in December, and the result was published in the *Inventors' Advocate and Journal of Industry* for the 4th January, 1840, being to the following effect :

The communications (more than 2,600 in number) received . . . have for a long time occupied the attention of their lordships. Many of them display much ingenuity. They are highly satisfactory, as evincing the interest taken by men of science, and by the public in general, in the measures now in progress for the reduction of postage, and they have afforded much useful information with reference to the details of the new arrangement. Upon full deliberation, however, their lordships do not think it will be advisable to adopt any one of the specific plans proposed, without modification and combination with other arrangements.

After the best consideration my lords can give the subject, and with the view of awarding most fairly between the parties, my lords have decided not to give the specific sums mentioned in their minute of the 23rd of August, but have selected four communications which are the most distinguished either for originality or completeness, and from which my lords have derived the greatest service, and decided to award the sum of £100 to each. The authors of these four communications are as follow, the names being arranged alphabetically, viz. :—Messrs. Bogardus and Coffin (who have acted together), Mr. Benjamin Cheverton, Mr. Henry Cole, and Mr. Charles Whiting.

With regard to Messrs. Bogardus and Coffin, who are otherwise quite unknown to fame, the former appears to have supplied the idea, such as it was, and the latter to have produced the stamp. Bogardus had taken out a patent on the 26th August, 1839, for attaching a stamped or engraved label to a letter by means of the seal or wafer, thus avoiding the use of adhesive or gummed labels. The seal or wafer could perform this function by overlapping the

1839. stamp, but he preferred to have a hole in the latter, which was to be placed at the point where the letter was to be sealed. The essay submitted by Coffin is now in the Royal Collection, and consists of an engine-turned device in the form of a transverse oval, printed in black, and pierced by a round hole showing traces of sealing-wax.

The idea seems a very feeble one, and the author is informed on high authority that the application for a patent would be objected to at the present day as not being a 'method of manufacture'.

Benjamin Cheverton, the next successful competitor, took an interest in science, and was a frequent contributor to the correspondence columns of the *Mechanics' Magazine*. A rough draft of his communication to the Treasury has been preserved, and a copy was published in the *London Philatelist* of December, 1910.

He began with a series of objections to the employment of stamped covers, and proceeded to advocate the use of adhesive stamps. The adhesion was to be obtained by means of 'the jujubes' as prepared for lozenges. A solution of gum, he said, will answer the purpose, but not quite so well. In order to render forgery both difficult and unprofitable, he relied on methods of distribution rather than on elaboration of the design, &c. The stamps were to be supplied only to postmasters, and any forger who wished to extend his operations beyond his own letters would therefore have to be in league with one, whose purchases from the Government would then fall off, and attract attention.

He proposed that the stamps should be printed by a rotary press, on narrow strips of paper specially manufactured, and wound in rolls. A zigzag watermark was suggested, or, alternatively, Dickinson paper. He drew attention to the advantages of a portrait as the chief feature of the design, and intended the head to be embossed, replicas of the original die to be made by a machine he had invented for reproducing sculpture mechanically. The coil of paper was to be gummed by being unrolled, passed over a distributing roller carrying the gum, then over hot rollers to dry it, then being coiled up again. By a similar process it was to pass through embossing rollers to receive the design. The cost was estimated at £16 a million, or a third of a penny per thousand.

One need not be surprised at the award of a prize to this competitor. His scheme seems quite a practical one, except that the



estimate is much too low, and so far as he went into details, it is 1839. well worked out.

We now come to Mr., afterwards Sir, Henry Cole. Penny Postage was due to his efforts, more than those of any one else, with the exception, of course, of Rowland Hill. In 1838 he was appointed secretary to the then newly formed 'Mercantile Committee' for advancing the cause of Penny Postage. In his autobiography, 'Fifty Years of Public Life', he gives a copy of the letter which he sent in for the competition. It contained eighty-five paragraphs.

He began by setting forth the advantages of prepayment by means of stamps, passing on to recommend the use of receipts for letters, which had been also suggested by Rowland Hill, at a cost of a halfpenny.

He went into a long dissertation on the subject of forgery, arguing that for many reasons there was very little cause for apprehension in this direction. At the same time, he considered that the stamp should present all the difficulties that could be attached to it. He did not approve of the use of stamps embossed on paper submitted by the public, but thought only adhesive stamps and stamped covers should be allowed, both of which allow the use of special paper.

He showed some adhesive stamps manufactured by Charles Whiting, which were specimens of 'compound printing', in two colours. *En passant*, he said, that by means of stamps 'the Post will become both a letter and a parcel post', no limitation of weight being necessary.<sup>1</sup> He also appended samples of paper, so arranged that each stamp would be watermarked with the words 'Post Office'. He considered watermarked paper more difficult to imitate than Dickinson's.

The stamps were to be only of one sort and one price. Stamped covers, of which he also furnished examples, bore a pattern produced by engine-turning. The cost of adhesive stamps was estimated at 10½d. per thousand, or £43 15s. per million,<sup>2</sup> that of stamped covers 6s. 0½d. per thousand. The memorial concluded by drawing attention to the necessity for instructing the public in the new system, a description of which 'should be distributed broadcast'.

<sup>1</sup> The limit actually fixed was a pound.

<sup>2</sup> The price paid to Perkins Bacon for the first year was 7½d. per thousand.



1839. The last of the quartet, Mr. Charles Whiting, was a printer, of Beaufort House, in the Strand. He had married the widow of Sir William Congreve, who, among a number of inventions, of which perhaps the best known is the military rocket, had patented a process of compound plate printing, whereby impressions were printed off in two or more colours at a single operation, by means of plates fitting into one another, which was a great improvement on the old system under which the colours were printed separately, and correct 'register' was almost impossible of attainment.

Whiting gave evidence before the Select Committee on Postage in June, 1838,<sup>1</sup> in which he stated that as early as March, 1830, he had proposed the use of stamped envelopes, which he called 'go-frees', for printed matter. This system he now proposed to extend to written matter, the charge to be by weight. He produced some specimens, which were executed in a similar manner to the stamps then in use for patent medicines. The design was printed on bands to be put round the letters. One was inscribed 'Post office, printed matter under 1 ounce, price 1d.', the other 'Post office, written matter under 1 drachm, price 2d.' It appears the 'go-frees' of 1830 differed from these, but it is not known what they were like.

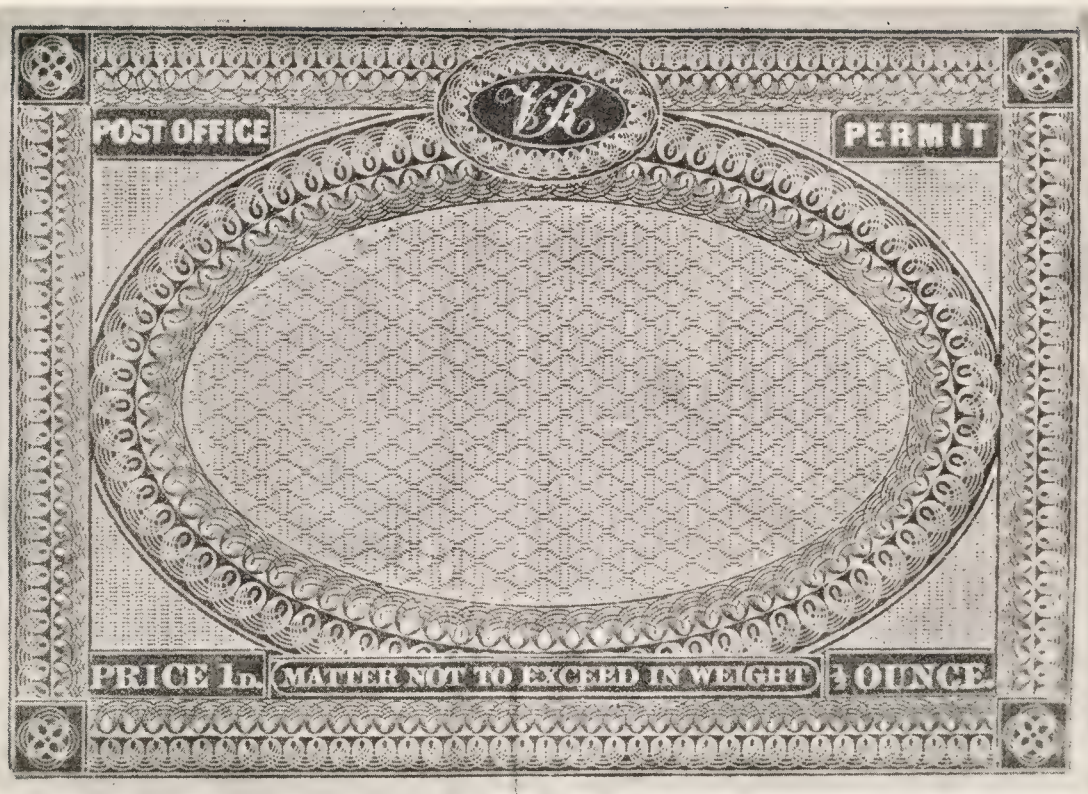
The Ninth Report of the Commissioners of Post Office Enquiry, issued in 1837, contained two wrappers and an envelope, which they proposed should be used for letters in the London District Post. It is practically certain that these were produced by Whiting.

He sent in a number of designs for the competition. A most interesting series of essays for the envelope stamp by him was illustrated in *Stanley Gibbons' Monthly Journal* for October, 1923. Besides his own essays, he also executed some of those sent in by other competitors.

The proposals of Messrs. Bogardus and Coffin were dropped, and no wonder. Nor did Mr. Cheverton take any part in the subsequent proceedings. Mr. Cole had already been appointed assistant to Rowland Hill at the Treasury, and conducted many of the negotiations which became necessary. The essays reproduced in the *Monthly Journal*, already referred to, show that Whiting was employed in conjunction with Wyon to work out the envelope stamp.

Neither Cheverton's nor Whiting's proposals for the adhesive

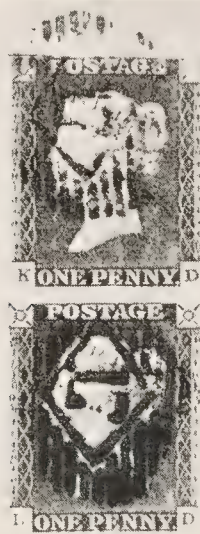
<sup>1</sup> Second Report, Questions 11,352 to 11,462.



1. *Essay for a cover by Whiting*



2



3

*Stamps with thick 'POSTAGE'*  
(see page 31)





stamps were adopted, although both were quite practical. The 1840. fact was that Hill had something better up his sleeve. Mr. E. D. Bacon's book on the line-engraved issues show that negotiations were going on behind the scenes with Perkins, Bacon & Co. (who did not even compete) commencing in July, 1839, which resulted in the beautiful 1d. and 2d. stamps of May, 1840.

Nor were any of the designs sent in considered suitable for the covers and envelopes to be sold by the Post Office. Consequently, in December, 1839, Mr. Cole approached the famous artist Mulready and asked him for a drawing, which he produced two days later. At one time Rowland Hill had been in favour of using one of Whiting's designs for the covers, since a letter is in existence from him to Mr. Dawson Turner,<sup>1</sup> dated the 22nd June, 1839, enclosing a copy of one, of which a reproduction is shown on Plate VII (1), and containing the words, referring to the enclosure, 'which it is proposed should be employed for franking letters under the plan which I have submitted to the Government.'

On the 10th of January, 1840, the Government were faced with the situation that Rowland Hill's system had come into operation minus one of its most important features, namely stamps. With a view to disarming criticism, as Parliament was due to meet in four days' time, special temporary envelopes were prepared for the use of members of both Houses, a description of which will be found in Appendix II (*Parliament Envelopes*).

<sup>1</sup> Dawson Turner, 1775–1858, was a botanist and antiquary of considerable eminence, and author of important works on botany, topography, &c. He does not appear to have had any connexion with postal matters.



One of Whiting's essays for  
the adhesive stamp

*Printed in black and red*

## CHAPTER IV

### THE STAMPS

1840. **A** MOST interesting and thoroughly exhaustive account of the details of negotiation and of the process involved in the production of the first stamps is contained in Mr. E. D. Bacon's 'The Line-engraved Postage Stamps of Great Britain printed by Perkins, Bacon & Co.'

The head was taken from Wyon's beautiful medal, struck to commemorate the Queen's visit to the city on Lord Mayor's day, 1839 (shown in Plate XIII). A drawing was made by the artist, Henry Corbould, from which the engraver worked, the latter being either Charles Heath, or perhaps more probably his son, Frederick, under paternal supervision.<sup>1</sup>

On May 1st stamps, envelopes, and covers of the values of 1d. (black) and 2d. (blue) were placed on sale to the public as a preliminary to becoming available for use on the 6th of the month. Plate VIII shows enlarged photographs (a) of 'Die I' just before completion, (b) of the same die after being discarded, (c) of 'Die II', which was brought into use in January, 1855; not, however, in its pristine condition, as the originals of (b) and (c) were struck off in 1871.

The envelopes and covers were designed by Mulready, who was for many years popularly supposed to have carried off one of the prizes in the competition, but it is made clear in Sir Henry Cole's autobiography that he was officially applied to for a design in December, 1839. His drawing was engraved on a brass block by the engraver John Thompson, from which stereotype casts were made which allowed them to be printed in sheets of twelve.

The stamps, or 'Queen's heads', as they were popularly called, were received with favour, but their companions were assailed with ridicule from all sides. The black stamps were, however, far from satisfactory to the officials, owing to the facility they offered for cleaning off the obliteration. Numbers of people used them a second time without even troubling to take that precaution. The author has a cover posted at Tipperary in October, 1841,

<sup>1</sup> See Appendix I, *Heath*.





A



B



C

PLATE VIII

*From die proofs in the Author's collection*





addressed to London, which bears a black stamp lightly, but 1840. unmistakably, postmarked, with 'Stamp used before' written on it, and 2d. charged. There was even a special postmark for such letters, consisting of the letters 'O S' (old stamp) in a circle. The penalty imposed by the Act was £20.

The penny stamps in black were printed from eleven plates, numbered in the margins. As the corner letters were punched on the plates by hand, they show slight variations, which have been described in 'The Plating of the Penny Black Postage Stamp of Great Britain', by Nissen and McGowan, 1923. The 2d. stamps were from Plates 1 and 2, which can be distinguished in the same way.

The obliterating marks were in the shape of a cross paté, formed by curved lines, and were impressed in red, with occasional exceptions, until the end of August, when black ink was introduced for letters passing by the London District Post, becoming general early in 1841, when the penny stamps became red.

As soon as the first ordinary penny plate had been made, a similar one, but with V R in the upper corners of the stamps, was prepared for official correspondence, but the stamps were never brought into use.

After many experiments in search of a more suitable ink, in the course of which the 'rainbow' series of essays was produced, the penny stamps were altered to red. According to Rowland Hill's diary, they came into use on the 10th February, 1841. Copies 1841. have been heard of postmarked in January, but are probably 'fakes'. The author has seen one that certainly is.

Instructions were sent to the postmasters in England and Wales enjoining the immediate adoption of black ink for obliteration. The Scottish offices were ordered to continue using red until a supply of black ink was sent to them. What happened in Ireland is not known, but red obliterations on red stamps are extremely scarce, and, when found, usually hail from Scotland.

During the early part of 1840 Whiting and Wyon had been working out the stamp intended to be placed on paper sent in by the public. The result arrived at on May 29th of that year consisted of the envelope stamp as adopted, except for the 'pendent curl', and was very similar to one of Whiting's original essays, the alterations being the suppression of an outer ring, and the substitution of Wyon's head. In consequence of the unpopularity of

1841. the Mulready envelopes it was decided to use this stamp for post-office envelopes, the arrangements for stamping paper for the public being postponed for a time.

The evolution of the envelope stamp is shown in enlarged photographs on Plate IX. The one marked (a) is an original essay by Whiting, submitted in 1839 ; (b) has the framing modified by him, with Wyon's head ; (c) is from a proof of the adopted die ; and (d) is from a specimen of die 184, which is of the second type, introduced in 1866.

Two sizes of envelopes with these embossed stamps were issued on the 29th January, 1841, measuring  $4\frac{3}{4}$  by  $2\frac{3}{4}$ , and  $5\frac{1}{4}$  by  $3\frac{3}{8}$  inches, made of Dickinson paper.

The machines eventually adopted for stamping them were invented by Edwin Hill, and made by Messrs. D. Napier & Son. They are described and illustrated in Tomlinson's 'Cyclopaedia of Useful Arts', pp. 583 to 585, editions of 1854 and 1866, from which the following is a quotation :

'Machines invented by Sir Wm. Congreve for stamping tickets relative to the post-horse duties were, on the introduction of the Post Office envelopes, used for embossing these medallion heads, for which purpose they were modified by Mr. Hill. In these machines the blow was given by a falling weight, but the construction did not admit of a high quality of embossing, and there were other objections to the Congreve machines. Mr. Hill therefore, invented a new press in which greater precision, finish, and rapidity of execution were attained, by the introduction of the principle of the fly-and-screw press.'

One of the 'other objections' to the Congreve presses was the speedy destruction of the dies. Messrs. Napier also supplied similar machines to Messrs. De La Rue, the Prussian and Neapolitan governments, and the East India Company.

The first series of dies lasted until about October, 1855, the numbers being as follow :

1 : 2 : 3 : 4 : 11 : 12 : 14 : 21 : 22 : 23 : 31 : 33 : 34 : 43 : 51, and 53 to 87.

In March the 2d. stamps from Plate 3, with lines, appeared. The earliest known date is the 17th. In the same month envelopes with 2d. stamps were issued (dies 1 and 2), but they were unpopular, and were discontinued by the end of the year.

In April a few sheets of 1d. (adhesive) stamps were printed, as an experiment, on Dickinson paper with silk threads, but the idea was abandoned. They are known unused only.



A



B



C



D

## PLATE IX

*From photographs by Col. A. S. Bates, D.S.O.*

*The above are not to scale. In the originals, all the heads are the same size*





In July a third size of 1d. envelope came out, measuring only 4 inches by  $2\frac{1}{2}$  inches. 1841.

Registration had been reintroduced this year, on January 6th, with a fee of 1s., which had to be prepaid in money.

The year 1842 was uneventful, except for the dismissal of Rowland Hill from the Treasury, which took place in September. In consequence, a Committee of Enquiry was set up in the following year. Their report is interesting. 1842.

In March, 1843, numbers, running up to twelve, were introduced into the obliterations used in the head office. 1843.

On the 1st May, 1844, numbered obliterations were substituted all over the country for the crosses. In the same month letter sheets were issued bearing embossed penny stamps, on Dickinson paper, varying during the issue from cream to azure. They remained in use for about ten years, but were never popular. Considerable excitement was aroused this year by the opening of letters to and from Signor Mazzini and other Italian exiles, by order of Sir James Graham, the Home Secretary. 1844.

Nothing of moment from the present point of view took place in 1845. One of the penny plates in use this year contained some impressions in which the word 'Postage' is thicker than usual, probably owing to undue pressure when transferring from the roller. As this variety has not been illustrated before, it is given on Plate VII. No. 3 shows it *se tenant* with the normal type. 1845.

In 1846 the 'Electric Telegraph Company' was established, afterwards called 'Electric and International'. In December Rowland Hill was recalled, and made 'Secretary to the Postmaster-General', Colonel Maberly being still retained as 'Secretary to the Post Office'. 1846.

Down to 1847 only 1d. and 2d. stamps existed. In order to facilitate the payment of postage on letters going abroad, also of the registration fee, it was decided to have 1s. stamps, and on September 11th the embossed stamp of that value appeared; the dies (1 and 2) being constructed by Wyon. They were struck singly on Dickinson paper, twenty to a sheet. 1847.

In October of this year Archer brought his 'rouletting' machine to the notice of the authorities.

In March, 1848, the registration fee was reduced to 6d. On November 6th the embossed 10d. stamps came out. Like the 1s., they were impressed on Dickinson paper, but twenty-four to a sheet. The dies were 1 to 4, possibly 5. Early this year the 'Book Post' 1848.



1848. was established ; rate, 6d. per pound. Archer was continuing his experiments, and produced a perforating machine, for which he obtained a patent, No. 12,340 of 1848.

Many of the penny stamps used about this time showed rather jagged sides, so much so, that on two plates, 88 and 90, which  
 1849. were approved in 1849, the matter was remedied by engraving an outline to them on the plates. In this year telegraphic messages were first used to expedite post office business. On December 6th, Plate 4 of the 2d. was approved, but the date of its being first put to press is not known. The author's earliest used copy is 27th July, 1850.<sup>1</sup>

1850. During 1850 stamps perforated by Archer's machine began to get into circulation. In May a very useful modification was made in the stamped envelopes, namely, the application of gum to the flaps. For the next twenty-eight years the flaps were impressed with an imitation of a seal, which served no useful purpose.

1851. In 1851 prepayment of a single letter in money was abolished, except in London, Edinburgh, and Dublin, which followed suit the next year, thus making the use of stamps practically compulsory. During this year twenty-four new plates of the 1d. were approved, being more than double the number in any previous year. There was also an increase in commercial activity, due in the commencement to the Great Exhibition.

1852. The 'check letters' were increased in size on Plate 132 of the 1d. (approved February 6th, 1852) and its successors, and are known as 'alphabet II'.

1853. In 1853 there is nothing to note, except that in June the negotiations with Archer were brought to a conclusion by the purchase of his machine and patent rights for the sum of £4,000. Other machines were then ordered from D. Napier & Son,<sup>2</sup> and on the 28th January, 1854, a trial took place on fifty sheets of the penny value, after which the perforation of the stamps was continuous,

1854. the perforation of the 2d. (Plate 4) commencing on the 31st. The earliest used copies known of the 1d. are dated 20th February, and

<sup>1</sup> There are two states of the marginal inscription on this plate, the first, like its predecessors, reading '£2 per sheet'. In the second, '£2' was altered to '£1', it being the practice to cut the sheets into halves before issue to post offices. This second state also has fan-like ornaments introduced on both sides, indicating the centre of sheet.

<sup>2</sup> The author has had the privilege of seeing extracts from Messrs. Napier & Son's old books relating to the manufacture of perforating machines. Under date of 4th March, 1853, there is an entry concerning two perforating machines for 'Receipt and Draft stamps', also two ditto for postage stamps. They subsequently supplied machines to Messrs. De La Rue & Co., and to the French, Italian, and Prussian Governments.

of the 2d., 13th March. On March 1st the embossed 6d. stamps were issued. Four dies were made, but only one was used for adhesive stamps, the rest being utilized for stamping envelopes for the public at Somerset House, and, later on, telegraph forms, being drilled for date-plugs for these purposes. The watermark was V R. There were forty to the sheet.

During the course of the year 1855 a number of developments 1855. took place. In January stamps appeared with the new coarser perforation of 14 gauge, the old one running concurrently with it until the end of the year. Earliest dates known: 1d., 16th January; 2d., 4th March. Owing to the penny die showing serious signs of wear (see Plate VIII (b)), William Humphrys was commissioned to make a new one (Plate VIII (c)). During the third week in January the first four plates of Die II were put to press: earliest dates known, 16th March, perf. 16; 28th February, perf. 14. Stamps of Die I continued in circulation until June. The first twenty-one plates from Die II had the same general type of corner letters as their predecessors, but Plate 22 and those bearing the succeeding numbers were punched with larger ones, from the series known as alphabet III. Plate 22 was put to press on August 1st (followed by 21 on the 19th October), and others in November. As the last stamps with small crown watermark in the author's collection are dated in November, and therefore presumably printed at least about a month earlier, alphabet III on small crown paper is scarce. Plate 5 of the 2d., with letters from alphabet II, was put to press on June 9th: earliest date (small crown), 28th August, perf. 16; and 27th July, perf. 14. The next change was made in the paper, the watermark being changed to large crown. Earliest dates of the 1d., perf. 16, August 16th; perf. 14, July 16th: of the 2d., perf. 16, August 15th; perf. 14, July 20th.

It is curious that in the last three sets of 'record dates' the 14 perforation should precede the 16 every time, and still more remarkable that both dates for the 2d. Plate 5, with small crown, should be later than those of the new paper. It is lamentable to think of the amount of information on the subject of dates of issue which has been thrown away by the practice of 'soaking off' used stamps.

No copies are recorded of 1d. Die I or 2d. Plate 4, on large crown paper. Though very unlikely, neither variety is altogether outside the bounds of possibility.



## CHAPTER V

### THE INTRODUCTION OF SURFACE-PRINTING

1855. **W**E now come to a fundamental innovation. At the beginning of this year (1855) the postage to France was reduced from 10d. to 4d., which created a demand for the latter value. By this time the art of electrotyping had made great progress, and had been in use for producing the French stamps since their introduction in 1849, and was actually being employed in this country for 'Receipt' and 'Draft' stamps. The question of using it for postage stamps had already been under consideration in 1852, when Messrs. Archer and Branston had offered to produce the stamps by surface printing at a lower price than was then being paid. A contract was made with Messrs. De La Rue & Co. for the supply of the new value, the issue to the public taking place on the 31st July, 1855. Two plates were used, numbered 1 and 2 at the corners of the margins, but otherwise undistinguishable. The watermark was that known as small garter. They were printed on blue 'safety' paper, the hue varying from deep to almost white.

The envelopes also came in for attention, the Dickinson paper being given up in September, cream laid being substituted for the two smaller sizes, and blue wove for the large: another alteration being date-plugs in the stamps, which had been adopted for deed stamps in 1833, at the suggestion of Mr., afterwards Sir, Henry Bessemer.<sup>1</sup> The advantage of employing them in the case of deed stamps is obvious, namely to prevent the fraudulent use of the stamp a second time, a practice which was rather common previously to their introduction, but it is not so easy to see the object of using them for envelope stamps which would be obliterated when used. On the 8th October a notice was issued announcing that paper could be stamped for the public, a measure which had been intended ever since the first introduction of stamps. The privilege was evidently appreciated, as stamps are extant bearing dates within a few days of the notice. Coloured paper was at first prohibited, with the exception of blue, but this rule was relaxed some years later. The values of adhesive stamps current at this

<sup>1</sup> See his Autobiography, chap. ii; also *The Bazaar*, 25 January, 1907.



time were 1d., 2d., 4d., 6d., and 1s. (the 10d. having been discontinued in August). Embossing dies for all these existed except the 4d., which was accordingly prepared, and a small sheet was issued to postmasters, dated 26th November, bearing specimens of the 4d., 6d., and 1s. stamps, all drilled for date-plugs. The 4d. was die 2, die 1 not being brought into use until 1889, when die 4 was set aside for Bechuanaland registered envelopes.

The 6d. was also die 2, die 1 being only used for the adhesives, and never being drilled. (Die 2 lasted till 1885, when 6d. telegrams came in.) The 1s. was die 3, which had been made for the adhesives, but not brought into use.

Further dies of this value were not required until 1869, when large numbers of telegraph forms had to be stamped in readiness for the telegraphs being taken over by the Post Office. The dies used in the original colours, some of which underwent changes later on, and with date-plugs, were :

- 1d. Series II, dated (P.O. and S.H.) October, 1855 to 1866 ; 86, 88 to 106, and 108 to 115.
- 2d. 1 to 7 (but 4 is hardly known except on registered envelopes of 1878).
- 4d. 2, 4, 1.
- 6d. 2 to 26.
- 1s. 3 to 14.

Another feature of this eventful year is connected with newspapers. In 1840 it had been arranged that in consideration of the tax on them—which was paid by means of impressed stamps—they should pass free through the post, under certain restrictions. On the 1st July, 1855, both tax and privilege were abolished, the stamps being retained for such newspapers as were intended to be sent by post. In the majority of cases the old tax stamps were still used, but new types were adopted for *The Times*, *Illustrated London News*, and *Stamford Mercury*. They remained in use until 1870, when the 'Newspaper and Book Post' was set up.

The General and London District posts were at last amalgamated into one body, which ought to have been done years before. London was divided for postal purposes into ten districts, namely E.C., W.C., and the eight principal points of the compass, of which N.E. and S. were dropped a few years later. The first Annual Report of the Postmaster-General (for 1854) was issued this year. It contains an interesting historical summary.

Evidently a present-day philatelist would have had an exciting time in 1855, collecting his corner blocks with the plate number, and his used stamps dated the first day of issue. It is sad to think that no one was there to appreciate the opportunities, and take advantage of them.

1856. In 1856 he would have had a comparative rest. All the 1d. and 2d. stamps in the author's collection used during this year are 'large crown 14', without any definite change of colour, the 2d. being all from Plate 5. The 1d. are all alphabet III, the 'gothic K' making its appearance. This variety occurred on Plates 23 to 31, and R17 to R20. June, 1856, is given in 'British Isles' as the time of putting Plates 50 and 51 to press, which had the hand-engraved lettering known as alphabet IV, but this appears to be an error, as they are only known in carmine.

Early in the year the watermark of the 4d. was altered to medium garter. This issue falls under three heads, as follows :

<i>Colour</i>	<i>Paper</i>	<i>Printings</i>	<i>Earliest date</i>	<i>Sheets</i>
(a) carmine	blued	{ 26. 1. 56 and 4. 2. 56 }	25. 2. 56	5,500
(b) „	white	4. 8. 56	— 9. 56	2,000
(c) dull rose	„	{ 23. 10. 56 to 5. 2. 57 }	1. 11. 56	7,500

On August 21st the 6d. surface-printed stamps were issued, 2,000 sheets being on blued paper, the rest on white. There was only one plate without corner letters, a second being defective, and not used. On November 1st the corresponding stamps of the value of 1s. came out (Plate 1 only). Copies of this one are known on blued paper, but it is unlikely that any were so issued. The first issue of the *Postal Guide* appeared on May 1st of this year.

1857. During 1857 changes came about in the colour and paper of the penny stamps. It so happened that no plates were registered between February 11th of this year (52 to 60, except 54, which was spoilt) and 18th January, 1858 (61 to 68), so that the variations in colour which took place in the stamps issued to the public do not appear in the 'imprimatur' sheets, and can only be traced by means of used copies showing the dates.<sup>1</sup> The sequence of events, as shown in the author's collection, was as follows. In February the shade known as 'plum' occurred, followed by an

<sup>1</sup> Various writers have been misled by this circumstance.



orange shade. In March the 'blueing' disappeared, and the stamps 1857. were in a dull shade of pink, which became more rosy in April. In July (earliest date the 19th) carmine made its appearance, and became the normal colour for the rest of the issue, with occasional relapses into pale shades.

On May 9th Plate 6 of the 2d. was put to press, the earliest date of use known being July 2nd. The white lines are thinner than those on its predecessors, the corner letters being alphabet III. The 4d. had appeared in January with large garter watermark.

The issue of British stamps at Gibraltar commenced in August of this year, continuing to the end of 1885, and in September at Malta, in this case to the end of 1884. In September the British Post Office at Constantinople, which had previously been an army post office, was opened for the public.

During the first half of 1858 one of the perforating machines 1858. in use was fitted up to produce the old gauge of 16.<sup>1</sup> Earliest dates: 1d., January 4th; 2d. (Plate 6), February 11th. The former of these two varieties was unnoticed by collectors for years; it is not mentioned by Philbrick and Westoby (1881).

In July, 1858, Plate 7 of the 2d. was issued, with the number on the stamps, and letters in all four corners. It was from a new die, so that now there was the same head on both 1d. and 2d. stamps.

In April British stamps were issued in the British West Indies, a practice which lasted until May, 1860. The rate was 6d. per half ounce. Numbered obliterations A01 to A15 and A18 were assigned to the various islands.

The changes in 1859 were as follow:

Plate 8 of the 2d. adhesive was issued in September; earliest 1859. date, the 30th.

The 4d. watermark large garter on blue paper, when genuine, must probably have been issued this year, as a letter from the papermakers, dated 9th February,<sup>2</sup> mentions some garter paper which would have a slight tinge of blue in it. Unfortunately, it is very easy to manufacture this variety fraudulently.

In May an embossed stamp of the value of 3d. was introduced (dies during its life, namely, 1859 to 1903, 1, 5, 6, 7, 8), and was

<sup>1</sup> A new perforating machine for postage stamps was supplied by Messrs. Napier & Son this year; the date of the entry in their books is August 23rd, but the machine may have been delivered before.

<sup>2</sup> See 'British Isles', p. 97.

1859. largely used for newspapers going to the Continent. There was no adhesive stamp of this value until three years later.

In February obliterations A29 to A79 were sent out for use in the post offices of Jamaica. Special obliterations were also assigned during the earlier part of this year to certain mailboats, namely A80 to A99, and various others later.<sup>1</sup> B01 and B02 went to Alexandria and Suez respectively.

1860. In January, 1860, letter sheets with embossed penny stamps were reintroduced, on azure Dickinson paper (die 97 being used), but fell flat, and are now rare. At the same time a new size of envelope came out, called C;  $5\frac{1}{4}$  by 3, on cream laid paper. In April and May there was a limited reissue of the smallest size of envelopes on Dickinson paper, no doubt to use up old stock. They are the sole instances of envelopes with dated stamps on the silk thread paper (dies 95 and 96).

Penny stamps from Plates 50 and 51, with the engraved corner letters (alphabet IV) are found used this year. Adhesives, and an embossing die of the value of  $1\frac{1}{2}$ d. were prepared, in anticipation of an alteration in postal rates which failed to secure the assent of Parliament. Of the former, 10,000 sheets were printed in lilac-rose, most of which were destroyed some years later. The plate contained an error of lettering, OP/PC. No stamps of this value were issued until 1870.

In May, 1860, the British authorities gave up the direction of all colonial post offices, except those at the military stations of Gibraltar and Malta. On April 1st the Packet Service was restored by the Admiralty to the Post Office, but it was now all carried on by contractors.

1861. In 1861 Plate 9 of the 2d. was issued; earliest date, March 14th. On September 16th of this year the Post Office Savings Bank commenced operations in England and Wales, Scotland and Ireland following the next year.

1862 In 1862 the stamps printed by De La Rue appeared with the small corner letters, the 4d. (Plate 3)<sup>2</sup> and the 9d. being issued on January 15th, followed by the 3d. on May 1st. Both the latter from were the second plates, the first having been failures. The

<sup>1</sup> See Appendix II, *Naval Stations*.

<sup>2</sup> This date is only put forward provisionally in 'British Isles', the authors of that work having been unable to find any official record on the subject. It is, however, correct, as the present author has a Post Office Notice, dated January, 1862, announcing the issue of the ninepenny and fourpenny on the 15th of that month.



3d. were solely intended for foreign and colonial letters, there 1862.  
being no inland rate of 3d. until 1865, as the charges fixed in 1840  
were : not over  $\frac{1}{2}$  oz., 1d. ;  $\frac{1}{2}$  oz. to 2 oz., 2d. ; and 2d. per ounce  
onwards. Consequently, for the first three years they are only  
found on letters going abroad, or coming from Gibraltar and Malta.  
Besides the issued 3d. stamp, Plate 2 also exists with a reticulated  
background, in which state it was not sold to the public. Only  
'SPECIMEN' copies are known.

The colour of the 9d. calls for remark. In 'British Isles' it is  
stated that it 'was originally ochre-brown, but at an early stage  
of the printing, it was changed to a bright bistre'. This statement  
is perfectly correct, but is, nevertheless, a little unfortunate, owing  
to popular misconception as to the meaning of the word 'bistre'.  
Few people, except artists, know what bistre is like ; it is frequently  
confused with sepia, and applied to colours like that first used for the  
9d. stamps. In fact Gibbons' catalogue gives first, bistre, secondly,  
straw. The latter is not a bad description, so it would seem better  
to call the stamps ochre-brown and straw, avoiding the term bistre  
altogether.

The 1s. stamps of this series did not appear until December 1st.  
They were from Plate 2, numbered '1' on the stamps. In 1862  
Plates R15 and R16 of the 1d., with alphabet II (having been  
made at the beginning of 1855), were brought into use.

On August 1st the fee for registration was reduced from 6d. to  
4d. This year was a very disastrous one for the mail packets, no  
less than five being lost, including the P. and O. 'Colombo'.

Nothing especial happened in 1863, except the issue of Plate 4  
of the 4d., with hair lines (earliest date, November 17th).

In 1864 the 1d. stamps appeared bearing plate-numbers, and 1864.  
letters in all four corners, uniform with the 2d., which had been  
of this type since 1858. Mr. Bacon believes the issue to have taken  
place on April 1st, but stamps used in this month are hardly ever  
found, the author only knowing of three, of which the earliest is  
the 27th. The plates which appeared this year, with their earliest  
known dates, are as follows :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
71	13th May	78	13th May
72	10th „	79	7th „
73	3rd „	80	3rd „
74	30th Apr.	81	26th „
76	3rd May	82	19th „

1864.	<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
	83	16th May	90	27th Apr.
	84	23rd „	91	25th May
	85	14th „	92	19th „
	86	2nd „	93	4th June
	87	28th Apr.	94	21st „
	88	9th May	95	30th Oct.
	89	4th „	96	28th Dec.

Plates 69, 70, 75, and 77 were rejected, but copies are known of the last.

It was decided this year to increase the size of the corner letters on the higher value stamps, for which reasons Plate 3 of the 3d., 9d., and 1s. were never put into regular service. The corresponding plate of the 6d., No. 4, with hair lines, was, however, put to press the 11th of April, the earliest known used copy being dated 20th June.

The 3d., Plate 3, had a white dot in the border on each side. Unused copies exist imperforate, and with an unofficial perforation. One used copy with the official perforation is known. Plate 3 of the 9d. had hair lines across the corners. Both used and unused copies exist, but are of great rarity. Plate 3 of the 1s. was numbered 2 by mistake; also having hair lines. It is only known unused; imperforate copies are not very scarce, but only one perforated one is known.<sup>1</sup>

Before leaving the year 1864, it may be mentioned that in December the obliterators C28 and C30 were sent out to Monte Video and Valparaiso respectively, followed in January, 1865, by C35 to C43 to other places in South America. Further ones were allotted as time went on, to the number of thirty-seven in all, including B32, which had been sent to Buenos Ayres in 1860. These offices, some of which had been in existence since the 'forties, were gradually closed as the countries concerned joined the Postal Union.

1865. Returning to the stamps; in 1865 only two new penny plates appeared, namely, 97 (20th May) and 98 (23rd May). Those of the new De La Rue series were: 3d., Plate 4, which was put to press on the 19th December, 1864. The date of issue is given in 'British Isles' as 1st March, 1865, but the earliest known to the author is postmarked April 10th.

4d., Plate 7 (5 and 6 were not used); earliest known, 14th July.

6d., Plate 5; earliest, 1st April.

9d., Plate 4. The author has no used copy, nor record of a date

<sup>1</sup> For information concerning the above and other 'abnormal' issues, see an article by the late Earl of Crawford in the *London Philatelist* for March, 1909. See also Appendix II, *Abnormal Stamps*.



on one, but 'British Isles' gives December 1st. It had been put to press May 24th.

1s., Plate 4. This plate was put to press 8th December, 1864, and is said by 'British Isles' to have been in the hands of the public by the beginning of the following February; nevertheless, no used copy is recorded till December 15th.

On the 1st April, 1865, the rates were altered so as to go up by gradations of half an ounce, thereby bringing the 3d. stamps into play for inland letters.

In 1866 the new plates of the 1d. were :

1866.

<i>Plate</i>	<i>Earliest date known</i>
99	19th Feb.
100	20th Mar.
101	18th June
102	29th „
103	10th Oct.

On January 23rd Plate 8 of the 4d. was put to press, the earliest recorded copy being dated 23rd June.

In July a new series of 1d. dies were brought into use for envelopes; the pendent curl was altered, and the engine-turning weaker, which had the effect of making the inscription less prominent. See Plate IX (d).

The dies were as follows :

1d., Type II (Series III). P.O. 1866-1881; S.H. 1866-1885 : 140 to 228, with the following exceptions : 143, 144, 148, 157, 159, 160, 162, 165, 168 to 179, 199, 200, 204 to 206, 210.

A new plate of the 6d., namely 6, was put to press in November, but is not known used until the 4th February, 1867.

The last-mentioned year, during which there were no new 1d. 1867. plates, saw the alteration of the watermark of the De La Rue stamps from the four heraldic emblems to a single spray, together with the addition of three new denominations. In order of value, these modifications are as follows, together with the earliest known dates :

3d. (Plate 4), 12th July.

The 4d. retained its garter watermark, Plate 9 being put to press 16th May, and known used 16th June.

6d. (Plate 6), 21st June.

9d. (Plate 4), 3rd October. (Plate 5 of this value was not regularly issued, but copies are known. This denomination was withdrawn at the end of 1877.)

1867. 1s. (Plate 4), 7th August.

The author's collection contains a 'Notice to Postmasters' announcing the impending issue (to take place on July 1st) of stamps value 10d., 2s., and 5s., bearing 'SPECIMEN' copies. As issued, the first two were on paper with the spray watermark, but a few of the 10d. were printed on the old 'emblems' paper. Nine copies are known, nearly all used at Constantinople. The 2s. was at first in a medium blue, then in a deep shade, and finally pale. The 5s. was watermarked with a cross paté. All these were from the plates numbered 1. In the case of the 10d., the first stamp (lettered AA) has the plate-numbers distinctly smaller than those on the rest. Plate 2 of this value was approved 30th August, but never put into regular issue. Used copies are known. The value was withdrawn in September, 1877.

1868. Plate 5 of the 3d. was put to press on December 18th, the earliest date known being the 10th March, 1868.<sup>1</sup> On the 17th of the latter month Plate 10 of the 4d. began operations, being known used on August 1st. About the middle of 1868 the 6d. (Plate 6) was changed to a brighter shade (earliest known, 22nd July). The new plates for this year of the line-engraved were as follow :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
1d. 104	7th Mar.	1d. 114	24th July
105	14th „	115	5th „
106	27th Apr.	116	20th June
107	6th May	117	31st July
108	28th „	118	4th Aug.
109	22nd „	119	23rd Oct.
110	27th „	120	10th „
111	7th „	2d. 12	22nd Dec.
112	17th July	(Plates 10 and 11 were not used).	
113	29th June		

On the 18th December Plate 8 of the 6d. (7 not being used) 1869. was brought into service ; known used, 12th March, 1869. A used copy of the 4d., Plate 11, exists dated March 11th, but it is not known when it was put to press. Line-engraved plates for 1869 :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
1d. 121	4th Feb.	1d. 124	9th Mar.
122	4th Mar.	125	17th Apr.
123	2nd „	(126 not made)	

<sup>1</sup> The registration sheets of the 3d., Plate 5, were on emblems paper, but no perforated copies have as yet come to light.



<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
1d. 127	28th June	1d. 131	16th Sept.
(128 rejected)		132	22nd Nov.
129	23rd June	133	18th Dec.
130	19th Aug.	2d. 13	1st July

On the 5th February, 1870, the telegraphs were taken over from 1870. the private companies by the Post Office, which led to a large increase in the consumption of 1s. stamps until February, 1876, when special stamps were introduced for telegrams. For the production of forms with embossed stamps, die 3 of this value, which had been prepared for the adhesives of the first type, but not used, was drilled for date-plugs and taken into use, together with two new ones, dies 4 and 5.

On October 1st important innovations came into force, namely, halfpenny postcards, and the same charge for newspapers and for patterns, samples, and book packets, up to two ounces. Consequently, halfpenny adhesive stamps, postcards, and wrappers made their appearance, together with 1½d. adhesive and embossed stamps, a plate and die for which had been made in 1860. The adhesive 1½d. were the same colour as the 1d., the error of lettering, OP/PC, remaining uncorrected. The embossed stamps of this value were lilac-rose.

The postcards, which were printed in violet, were at first 4¾ by 3½ inches, but in November the depth was reduced to 3 inches.

The first dies used for the wrappers contained the date 1.10.70 integral with them. In November two smaller wrappers came out, which, together with subsequent issues, bore dies without dates.

The following are the new plates of all values which appeared in 1870 :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
½d. 1	1st Oct.	1d. 137	9th Apr.
(2 not used)		138	15th „
3	1st Oct.	139	14th May
4	4th Nov.	140	7th June
5	24th Oct.	141	6th „
6	19th „	142	31st Aug.
(7 not made)		143	14th Nov.
8	31st Oct.	1½d. 1	1st Oct.
1d. 134	1st Jan.	3d. 6	19th Jan.
135	15th Feb.	4d. 12	23rd July
136	12th Mar.	6d. 9	23rd „

The ½d. stamps were in sheets of 480.

1871. On the 5th October, 1871, an alteration took place in the letter rates, the weight transmissible for 1d. being raised to 1 ounce, and proceeding by steps of  $\frac{1}{2}$ d. for the next ounce, and  $\frac{1}{2}$ d. for each 2 ounces beyond, probably the best arrangement that there has ever been.

New plates :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
$\frac{1}{2}$ d. 9	5th Dec.	1d. 149	21st July
1d. 144	6th Feb.	150	17th Aug.
145	16th Apr.	151	13th Dec.
146	25th Mar.	152	30th „
147	11th Apr.	3d. 7	4th Nov.
148	15th July	1s. 5	16th May

The registration sheets of Plate 5 of the 1s. were on emblems paper, but no perforated copies are known.

In December 'Vaccination certificates' were introduced, bearing stamps similar to those of the newspaper wrappers, but with date-plugs. There were two dies, the second of which bore the number '3' below the head. In March of the following year undated dies were adopted.

Trials were made early in the year of a paper tinged with green, the invention of Dr. Perkins, but they were not successful. All values of the adhesives from 1d. to 1s., except the 10d., were experimented with, copies being known.

1872. In 1872 the design of the 6d. stamp was changed. Plate 10 was of the old type, and was therefore abandoned, but a used copy is known. Of the new plate, No. 11, there were three printings, the first being in dark chestnut brown (12th April); second, light chestnut brown (23rd May); and the third in buff (23rd November). Plate 12 followed, in buff, the earliest known being used 14th December. A used copy in chestnut brown exists, which must have come from the surplus registration sheets (struck 24th April).

In June, and for about a year after, a large number of forged 1s. stamps were used on telegrams at the London Stock Exchange.<sup>1</sup>

On April 1st 'telegraph cards' were introduced, bearing embossed 1s. stamps, intended to be posted in the ordinary way and transmitted as telegrams after collection. They were given

<sup>1</sup> See Appendix II, *Stock Exchange forgeries*.



up a few years later. On June 17th the stamping of postcards 1872. at Somerset House for the public began. The oval  $\frac{1}{2}$ d. dies (1 to 5, and 7) were used until about April, 1884.

New plates, other than 6d. :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
1d. 153	29th Feb.	1d. 160	4th Oct.
154	2nd Apr.	161	29th Nov.
155	15th June	162	6th Dec.
156	5th „	2d. 14	29th Feb.
157	11th July	3d. 8	14th May
158	11th „	9	8th Oct.
159	29th Oct.	1s. 6	24th May

The author has a copy of 1s. Plate 6, used 29th March, 1869, but this must have come from the surplus registration sheets, which were struck on February 20th of that year. It was not put to press in the regular way until 20th March, 1872.

In April, 1873, the 6d. (Plate 12) was changed to grey (earliest, 1873. 24th June). A change in the design of all the De La Rue stamps was determined upon, and came into operation gradually, in that the corner letters were made coloured on a white ground, the first plates made in accordance with this arrangement being, 3d., 11 ; 4d., 15 ; 6d., 13 ; and 1s., 8.

In March the flaps of the envelopes were made straight instead of 'tongue shaped'. New plates this year :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
$\frac{1}{2}$ d. 10	22nd Dec.	1d. 172	?
1d. 163	9th Jan.	3d. 10	17th Mar.
164	31st „	11	5th July
165	15th Apr.	12	19th Oct.
166	31st Mar.	(13 not used)	
167	4th Apr.	4d. 13	13th June
168	27th June	14	5th Aug.
169	8th Sept.	1s. 7	10th Jan.
170	25th Nov.	8	1st Sept.

The most important event in 1874 was the Postal Congress at 1874. Berne, from which sprang the Universal Postal Union. The treaty determined upon came into force the 1st July, 1875 (with France, the 1st January, 1876).

The colour of the  $1\frac{1}{2}$ d. embossed stamp was this year changed to brown, the lilac-rose originally chosen having been used till now. Dies in brown, 1, 2, 5.

1874. New plates of adhesives :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
$\frac{1}{2}$ d. 11	4th June	3d. 14	13th Apr.
12	28th Aug.	15	Aug.
1d. 171	1st Jan.	6d. 13	31st Mar.
173	30th May	1s. 9	7th May
174	17th July	10	4th Oct.
175	30th Oct.	5s. 2	?

The registration sheets of the 6d., Plate 13, were in buff, as it had been approved in December, 1872. A copy is known used on the 15th March, 1873.

1875. On the 1st July, 1875, in consequence of the international treaty, stamps were issued of the value of  $2\frac{1}{2}$ d., and postcards of  $1\frac{1}{4}$ d. Meantime, in January, the word 'To' was dropped on the inland postcards, and in February the colour was changed to brown. On October 1st the newspaper wrappers appeared with the addition of instructions, at first in three lines, changed the following month to five. New plates of stamps :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
1d. 176	13th Feb.	$2\frac{1}{2}$ d. 1	1st July
177	13th „	2	6th Aug.
178	5th Apr.	3	10th „
179	28th June	3d. 16	11th Jan.
180	7th July	17	14th Apr.
181	22nd „	18	17th Sept.
182	1st Aug.	6d. 14	15th Jan.
183	28th Sept.	1s. 11	12th Mar.
$1\frac{1}{2}$ d. 3	7th Jan.	12	16th Aug.
(2 not used)			

The  $2\frac{1}{2}$ d. stamps were watermarked anchor, the paper being at first blued and white, later white only. Plates 2 and 3 are scarce on blue. The former contains an error of lettering, LH/FL.

1876. In April, 1876, the watermark of the last-mentioned value was changed to orb, Plate 3 being in use (earliest, 31st May). On October 11th a stamp of a new value, namely, 8d., was issued. The first impressions were in brown, but the colour was changed to orange before issue, the former colour not being known used. Plate 1 lasted until the 6th July, 1880, after which they were no longer sold. A second plate was made, but not issued in the ordinary way, nor are any perforated copies known.

On February 1st, special telegraph stamps were issued, which



reduced the consumption of 1s. postage stamps enormously. Plates 5 to 12 of this value only lasted six or seven months each ; Plate 13, six years. The latter was put to press on the 17th January, 1876, but no copy is known used this year. In December an embossed die of 2½d. was introduced, stamped in puce (dies 1 and 2). New plates of postage stamps :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
½d. 13	27th June	1d. 192	21st Apr.
1d. 184	13th Feb.	193	3rd Nov.
185	1st „	2d. 15	21st Aug.
186	12th „	2½d. 4	28th June
187	16th „	5	21st Aug.
188	4th Mar.	6	10th Nov.
189	2nd „	3d. 19	14th July
190	24th „	4d. 15	21st Aug.
191	8th Apr.	6d. 15	25th Feb.

The registration sheets of Plates 4 and 5 of the 2½d. were on anchor paper, but no perforated copies are known.

Turning to the telegraph stamps, the values were 1d., 3d., 1s., and 5s. Three plates of the 1d. were put to press before the day of issue, February 1st, the watermark being a shamrock. Plates 4 and 5 were also made, but do not appear to have been put into regular issue. The latter was altered in 1880 and utilized for the ½d. The 3d. (watermark spray) were at the beginning from Plate 1, Plate 2 being put to press on February 23rd. The 1s. was also from Plate 1 ; followed by 2, February 22nd ; and 3, October 11th ; the watermark being also spray. The 5s. (Plate 1) was watermarked with a cross paté and perforated 15 × 5½, all the others being 14. Circular embossing dies were also provided for telegraph forms, running from 1 to 15.

The only change in the postage stamps which took place in 1877. 1877 was the substitution of sage green for vermilion in the 4d. value (Plate 15 ; earliest date, March 12th). Late in the year 'Certificates of Posting' were introduced, with pink embossed ½d. stamps (die 1). They were not popular, and the issue soon ceased. New plates of postage stamps :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
½d. 14	9th Mar.	1d. 197	7th Mar.
1d. 194	12th Jan.	198	19th „
195	8th „	199	23rd „
196	7th Mar.	200	26th Apr.

1877.	<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
	1d. 201	4th June	1d. 207	20th Dec.
	202	21st July	2½d. 7	23rd Mar.
	203	19th „	8	2nd July
	204	21st Aug.	9	9th Oct.
	205	27th Oct.	1s. 13	30th Aug.
	206	14th Nov.		

On March 1st five new values were added to the telegraph stamps, as follows :

4d., sage green, watermark garter. (Only one plate; No. 2 being made but not used.)

6d., grey, watermark spray. (Plate 1.)

10s., grey-green, watermark cross.

£1, brown-lilac, watermark three shamrocks.

£5, orange, watermark shamrocks.

Only one plate of each of the last three was made. Essays for the £5 exist, printed in gold. The plate was also used afterwards for the postage stamps of that value. Plates 4 and 5 of the 1s. telegraphs were put to press May 1st and August 23rd respectively.

1878. On the 1st of January, 1878, postcards were introduced of a new design, without border. On the same day the fee for registration was reduced to 2d., and special envelopes were provided. For the first three months a provisional issue was made of the two smaller sizes, F and G, stamped on the flap with the ordinary 2d. envelope dies, Nos. 1, 3, 4, and 5, surmounted by a curved band inscribed 'For Registration only'. The blue cross lines on them are a memento of the green tape or twine with which all registered letters had been tied up since the abandonment of special green covers for them in 1856. On the 1st of April envelopes were substituted with special (circular) dies for registration; sizes H, I, and K being added on June 1st. The dies of this series with date-plugs were 1 to 5.<sup>1</sup>

On the 26th September postage stamps for 10s. (grey-green), and £1 (brown-lilac) were issued, with cross paté watermark (Plate 1 in both cases).

Wrappers with 1d. stamps came out on October 13th, and in

<sup>1</sup> The registered envelopes of 1878 fall under the following heads :

IA. 1st January. Roman type, seams and flap plain. F and G.

IB. January. Sans serif type, seams and flap plain. F and G.

II. February. Seams serrated, flap scalloped. F and G.

III. 1st April. As before, registration stamp. F and G.

IVA. 1st June. Instructions in two lines, and stamp frame. F, G, H, I, K.



November the envelopes sold at the post offices ceased to bear the 1878 imitation seal on the flap. New plates of postage stamps :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
$\frac{1}{2}$ d. 15	10th July	1d. 215	14th Oct.
(16, 17, 18 not completed)		216	15th Nov.
19	23rd Aug.	218	31st Dec.
1d. 208	25th Jan.	$2\frac{1}{2}$ d. 10	16th Jan.
209	1st „	11	14th May
210	6th Feb.	12	17th Sept.
211	16th Mar.	13	3rd Dec.
212	10th July	3d. 20	23rd Sept.
213	30th Sept.	4d. 16	Dec.
214	20th „	6d. 16	25th Feb.

Plate 16 of the 4d. had been registered in vermilion. Three or four used copies are known.

Of the telegraphs, Plate 3 of the 3d. was put to press in November, the watermark being spray, as before. Plate 4 was approved in August, 1877, and 5 in January, 1878, so the surplus sheets must have also been on the spray paper, but no perforated copies are known thus. Plate 6 of the 1s. was put to press 1st March ; 7, 20th August ; 8 and 9, in December.

Early in 1879 the registered envelopes appeared with plain flaps 1879. (Issue IV B, all sizes).

On the 1st April, 1879, postcards for foreign correspondence of the values of 1d. and  $1\frac{1}{2}$ d. were issued, the  $1\frac{1}{4}$ d. rate being abolished. At the same time the  $\frac{1}{2}$ d. newspaper wrappers were changed from green to brown. In October the word ' Ireland ' was added to the 1d. postcards.

New plates of postage stamps :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
$\frac{1}{2}$ d. 20	4th Oct.	1d. 223	22nd Aug.
(21 and 22 made, but not used)		224	7th Sept.
1d. 217	17th Jan.	225	4th Dec.
219	24th Feb.	(226, 227, 228 were made, but not brought into use).	
220	17th „	$2\frac{1}{2}$ d. 14	20th Mar.
221	16th June	15	17th June
222	26th „	16	8th Oct.

Plate 9 of the 1s. telegraphs was put to press on September 19th. Messrs. Perkins, Bacon & Co.'s contract was terminated at the end of the year.

## CHAPTER VI

### CONTINUATION OF THE VICTORIAN ERA

ON the 1st January, 1880, surface-printed 1d. stamps manufactured by De La Rue & Co. appeared, in venetian red. The watermark was a new style of crown, known to collectors as the 'crown of 1880'. On October 14th it was joined by two other values,  $\frac{1}{2}$ d. pale green, and  $1\frac{1}{2}$ d. in the same colour as the 1d., followed by the 2d. in carmine-red on December 8th. The colours were changed, of the  $2\frac{1}{2}$ d. from lilac-rose to blue; 4d. from sage-green to mouse-brown; 1s. from green to pale red-brown, and 2s. from blue to light brown, the watermarks of these latter values at first being the same as before. Later in the year that of the 4d. was altered from garter to the new crown. This crown paper was arranged for two panes of 120 stamps each. The stamps on the emblems and spray paper had been disposed in 12 small panes of 20, and the 4d. in 4 panes of 60, so that the plates had to be rearranged to suit the new paper.

1880.      Dates of alterations and new plates :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
$2\frac{1}{2}$ d. 17 (lilac-rose)	19th Jan.	4d. 17 (garret)	25th Aug.
17 (blue)	5th Feb.	17 (crown)	10th Dec.
18	29th „	6d. 17	10th June
19	4th May	1s. 13 (brown)	14th Oct.
20	11th Nov.	2s. 1 (do.)	early in year

Plate 17 of the 4d. had been registered in 1877, in sage-green; a used copy is known. Plate 2 of the 2s. was never put to press. Plate 3 was registered, but not regularly issued. Copies are known (in blue). This value was withdrawn altogether in July.

#### *Telegraph stamps in 1880.*

Plate 2 of the 5s. was put to press on the last day of 1879, watermarked cross, perf. 15 by  $15\frac{1}{2}$ . In June, 1880, they were perforated 14; earliest known, 30th November. Plate 3 is known on cross paper with both these perforations, also  $12\frac{1}{2}$ ; and watermarked anchor, perf. 14.<sup>1</sup> On March 1st stamps for 3s. were issued, in slate-blue, watermarked spray (Plate 1 only). On April 1st

<sup>1</sup> See *British Philatelist* for April, 1914.



the  $\frac{1}{2}$ d. came out, in orange-vermilion, watermarked shamrock. The 1880. stamps were marked 5, as the plate was the penny one of that number, which had been registered, but not otherwise used. The value was removed, and the new one printed in by a separate operation, for which reason it is sometimes slightly out of register. In June Plate 2 of the 6d. was brought into operation (spray). Plate 10 of the 1s. was put to press, in green, on February 2nd, being changed later on to brown (earliest known, 26th October). Plate 11 is said to have been put to press on December 6th, but no copies are known on spray paper.

This year, for the first time, British stamps, &c., were over-printed for use abroad, namely in Cyprus, being superseded the following year by a regular issue. The values were  $\frac{1}{2}$ d., 1d. (for both of which stamps from various plates of the Perkins, Bacon stamps were utilized),  $2\frac{1}{2}$ d. (Plates 14 and 15), 4d. (16), 6d. (16), and 1s. (13), all being in the old colours. Registered envelopes (F and G), wrappers and postcards were all provided in the same way.

The principal events of 1881, in chronological order, were as 1881. follow :

- |                |   |
|----------------|---|
| January 1st.   | Issue of postal orders.   |
| March 15th.    | Stamps of the value of 5d., in indigo, were issued.   |
| June 1st.      | Fiscal stamps of the value of 1d. became available for postage. For list, see below.  |
| July 1st.      | A new series (IV) of dies were brought into use for the 1d. envelopes sold at the Post Office. They were similar to series III, but undated, and commenced at 1 again, the numbers being 1 to 36 (19 unknown).  |
| July 12th.     | The 1d. lilac 'Postage and Revenue' of the 14 dot type appeared.<br>In July registered envelopes were issued with the heading 'REGISTERED LETTER', followed by instructions in three lines (Issue V; size F only).<br>In October the instructions on the above were reduced to two lines, and were preceded by a large plain R (Issue VI; size F only). |
| November 1st.  | Postage stamps again became available for telegrams, the special stamps being abandoned.  |
| December 12th. | The 1d. was changed to the 16-dot type.   |

1881. New plates and varieties (crown watermark) :

<i>Plate</i>	<i>Earliest date</i>	<i>Plate</i>	<i>Earliest date</i>
2½d. 21	28th Mar.	3d. 21	17th Aug.
„ 22	5th July	6d. 17†	18th Feb.
„ 23	1st „	1s. 13†	29th May
3d. 20†	?	1s. 14	7th Dec.

Those marked † had been previously in use with the spray watermark. The registration sheets of 3d., Plate 21, and 1s., Plate 14, were also spray, the latter in green, but neither are known perforated.

List of fiscal stamps which became available, or at all events were permitted to be used, for postage, on and after the 1st June, 1881 : <sup>1</sup>

I. Large stamps. Watermark, cabled anchor with wooden stock.

1. 1d. greenish blue 'Receipt' ; buckle rectangular (1853 ; Plates 1 and 2).
2. 1d. greenish blue 'Receipt' ; buckle octagonal (1859 ; Plates 3 and 4).
- 2a. 1d. sky blue 'Receipt' ; buckle octagonal (1859 ; Plates 3 and 4).

(No. 2a exists on blue and white paper).

3. 1d. brown 'Draft' (1853 ; one plate only).

The earliest impressions contained a *tête bêche*. It was corrected and re-registered on 20th October, 1853 (the original registration having been October 11th).

4. 1d. lilac 'Draft . . . or Receipt' (1855).

II. Watermark, cabled anchor with single-lined stock.

5. 1d. as 4, on bluish and white paper (1856).
6. 1d. as last, but overprinted **INLAND REVENUE** in red (1860).

The plates of the above design were, one unnumbered, and 10 to 39, numbered in the margin.

7. 1d. lilac 'Inland Revenue' (1860).

III. Watermark, plain anchor.

8. 1d. as 7, but plain anchor 16 mm. (1864).
9. 1d. as last, but anchor 18 mm. (1867).

All the above are perf.  $15 \times 15\frac{1}{2}$ . Nos. 7 to 9 exist on bluish and white paper. Plates 1 to 44.

IV. Small stamps. Watermark, anchor ; all lilac.

10. 1d. die I (1867 ; Plates 1 to 12).
11. 1d. die II (1868 ; Plates 13 to 100, except 48, 49, 55, 56, 61, and 72).

<sup>1</sup> The Act only authorized stamps with a general inscription, such as 'Inland Revenue'. The Post Office went beyond it, and allowed receipt and draft stamps to pass, the former being specially mentioned in the official circular relating to the subject. Strictly speaking, the use of Nos. 1 to 5 was illegal. The stamps of 1853 are of particular interest in that they were surface-printed by De La Rue & Co. a year before any regular postage stamps were so issued, also because the first Napier perforating machine was supplied and used for them, before perforation was officially applied to postage stamps.



12. 1d. die IIa (1876 ; Plates 101 to 105).

1881.

13. 1d. die III (1876 ; Plates 106 to 116).<sup>1</sup>

14. 1d. die IV (1878 ; Plates 119 to 140, except 136).

V. Watermark, orb.

15. 1d. die IV (1881 ; Plates 140 to 144).

The last six stamps are perf. 14, and all occur on bluish and white paper. Plates 117 and 118 were rejected. The characteristics of the dies of the small stamps are as follow :

Die I has network spandrels.

Dies II, III, and IV have small, medium, and large ornaments in the corners respectively.

Die IIa may be said to be intermediate between II and III, since it has only two lines of shading on the ribbons, like die III, but retains the small corner ornaments. There are a number of minute variations besides, but the above is the easiest test.

### *Telegraph stamps of 1881.*

In February the 1s. was changed to crown watermark, Plate 11 having been modified for that purpose ; earliest date known, February 4th. On the 14th of that month Plate 12 was put to press, and occurs on both spray and crown paper. In July (?) the 6d. (Plate 2) appeared with crown watermark, and early in August (?) the 3d., Plate 3. This month Plates 4 and 5 of the latter value were re-registered for the crown paper. Impressions are somewhat scarce. The 3s. came out with this watermark about the same time (earliest known, the 19th). Plate 3 of the 5s. (watermarked anchor, perf. 14) was also issued about August. This plate is rare in all its forms. All became obsolete on November 1st.

As postage stamps were now used for telegrams, it was thought necessary to provide one of the value of £5, which was done by removing the word 'TELEGRAPHS', and printing in 'POSTAGE' by a separate operation. The stamps thus altered were declared by a Post Office Notice to be ready for issue on the 21st March, 1882, but probably did not reach the hands of the public for a few days. The early ones were on blued paper. Plate 18 of the 6d. appeared about this time (earliest known, 4th April). It had been registered on spray paper, but no perforated copies have been discovered thus. Plate 18 of the 4d. came out later on (earliest, 26th October), and Plate 4 of the 5s. (earliest, 30th November).

<sup>1</sup> 'British Isles' is not quite correct on the subject of plates. See *London Philatelist* for March, 1917.

1882. This plate had been registered on cross paper, but no perforated copies have been found. Plate 3 had never been put to press.

The three high values on cross paper were in sheets of 80 ; four panes of 20, lettered (at foot) AA to HJ. When printed on anchor paper they were rearranged, and cut down to 56 stamps in a single pane, lettered AA to GH. In the first state they were perforated  $15\frac{1}{2}$  by 15 ; in the second, 14.

In November Plates 13 and 14 of the shilling were approved in purple, but no used copies are known ; unused exist, but are of excessive rarity.

We now come to the first stamps overprinted for official use, namely those with **I.R. OFFICIAL**, issued as under :

- $\frac{1}{2}$ d. 28th October.
- 1d. 27th September.
- 6d. (Plate 18), 30th November.

The overprint on the 1d. became considerably thicker later.

Reply postcards ( $\frac{1}{2}$ d.) were issued on October 1st.

In March the practice of dating the stamps on the registered envelopes was dropped, and ornaments composed of dots, known as 'florets' were substituted for the date-plugs. At first there were four large dots and five small ones, constituting the '9 dot' type (dies 5 and 6). Wear gradually reduced them to the '5 dot' type. This is Issue VII. Size F was similar to those of Issue VI. Size G with this stamp was at first on envelopes like those of Issue IVB, soon followed by new ones of the same character as the smaller size. The other sizes did not occur with the plain R.

1883. On the 1st of January, 1883, the 3d., Plate 21, and 6d., Plate 18, made their appearance in lilac, with the value overprinted in carmine. It was proposed to extend this unpleasant system, and essays of all values up to 1s. exist in this state, but none of the others were issued. On July 2nd, the 'Postage and Revenue' 2s. 6d. stamp was issued, early ones being on blued paper.

August 1st saw the inauguration of the Parcel Post, and the issue of a 9d. stamp once more, which was the forerunner of the monotonous set of 1884. The only other modification to the ordinary postage stamps was the change to anchor watermark of the 10s. and £1, believed to have occurred in February and December respectively.

A new official overprint came into existence, namely, 'GOVT.



PARCELS', which was first applied to the 1s. stamps from Plates 13 and 14, the day of issue being July 1st. On August 1st the new 9d. stamps appeared with the same overprint.

On January 1st the 1d. and 1½d. postcards were increased in length from  $4\frac{3}{4}$  to  $5\frac{1}{2}$  inches, and a 2d. one was added. In June a new ½d. die, differing in the shading of the ribbons, was brought into use for the wrappers.

In March of this year there was a new issue (VIII) of registered envelopes, bearing a large R in oval, with the flaps at the other (right) end. During 1883 four dies were used for the registered envelopes without numbers, evidently 7 to 10. When worn, which they are more often than not, they are easily separated. For the identification of these and other dies, see Ewen's 'Unadhesive Postage Stamps'.

Yet another event had occurred on January 1st of this year. In consequence of an Act of 1882, Inland Revenue stamps up to and including 2s. 6d. became available for postage. The stamps admitted under this enactment were of two kinds, embossed and surface-printed. Of the former, 31 varieties are catalogued, ranging from 2d. to 2s. 6d. So few of these are ever found used for postage, and their claims to be included in a postal collection are so slender, that it seems unnecessary to enumerate them here,<sup>1</sup> but it is otherwise with the other group, which are as follow (the dates in brackets are those of the original issue of the stamps):

I. 3d. purple (Plate 1 only).

1. Watermark, cabled anchor ; perf.  $15 \times 15\frac{1}{2}$  ; bluish or white paper (1860).
2. Watermark, plain anchor, 16 mm., same perf. ; white paper (1864).
3.        "        "        "        18 mm., same perf. ; white paper (1867).
4.        "        "        "        18 mm., perf. 14 ; white paper (1881).
5.        "        "        "        20 mm., perf. 14 ; bluish and white (May, 1881).

II. 6d. purple (Plate 1 only).

1. Watermark, cabled anchor ; perf.  $15 \times 15\frac{1}{2}$  ; bluish and white paper (1860).
2. Watermark, plain anchor, 16 mm., same perf. and papers (1864).
3.        "        "        "        18 mm., same perf. and papers (1867).
4.        "        "        "        18 mm., perf. 14 ; white paper (January, 1881).
5.        "        "        "        20 mm., perf. 14 ; bluish and white (May, 1881).

<sup>1</sup> It is, however, worth noting that the 2s. 6d. stamp of this series was the only one of that value which could be used for postage until July, as there was until then no regular postage stamp for half a crown. A complete list of these stamps is given in Messrs. Stanley Gibbons' catalogue.

1884. There was only one eventful day in the year 1884, namely, the 1st of April, on which the following stamps were put into issue :

$\frac{1}{2}$ d. slate	4d. sea-green	5s. rose (shades).
$1\frac{1}{2}$ d. lilac	5d. „	10s. blue (shades).
2d. „	6d. „	£1 brown-lilac.
$2\frac{1}{2}$ d. „	1s. „	
3d. „		

The above were announced by a card bearing lithographic imitations, which was sent to the post offices.<sup>1</sup> They call for but few remarks. The first two plates of the 5d. differed slightly in design from the stamps as issued, having a line under the 'd' instead of a dot ; but they were not brought into use, although unused copies are known. The 5s. and 10s. differed from their predecessors by having the value in figures on tablets at each side of the head, and in other details. They were watermarked anchor, and were at first on blued paper. The £1 had three crowns for watermark, being printed on the same paper as the small stamps. All the above stamps from  $1\frac{1}{2}$ d. to 5s., except the 3d., are known perf. 12, nearly always overprinted 'SPECIMEN'. They were never issued thus.

This year account, or as they are more usually called, 'control' letters appeared on the sheets of 1d. stamps. It will be convenient to deal with all the marginal varieties of this value here, which lasted until the end of 1901.

At first the margins were quite plain, except for a small line and dot at the top and bottom indicating the centre of the sheet.

In 1884 control letters were added, under the last stamp but one : A to J.

In May, 1887, a continuous marginal line was added : G to W. A limited number of sheets had N cancelled by two bars, followed by O.

In 1900 the spaces between the panes were filled with line blocks : W, X.

The following minor varieties also exist :

On slightly rep paper (1899).

Cracked frame at foot (second stamp in top row).

Upper marginal line double (apparently split).

Marginal line broken at lower right corner : S, T.

<sup>1</sup> Similar lithographed imitations, not quite identical with those on the cards, occur on paper. Possibly they were proofs for the former.



The stamps on Post Office envelopes ceased to have die numbers 1884. (Series V), the Somerset House 1d. ones following suit the next year. The stamps on the registered envelopes, however, were this year numbered again, running in all from 11 to 30, only one copy of the latter being known (and not seen by the author). On April 1st stamps similar to those of the Post Office series were substituted for the oval ones on postcards stamped at Somerset House.

In 1885 the only matters which have to be chronicled relating 1885. to stamps are two sets of overprints, namely, I.R. OFFICIAL, on the  $\frac{1}{2}$ d. slate, issued 8th May, and five new values issued March 12th, being the current  $2\frac{1}{2}$ d., 1s., 5s., 10s., and £1. The 5s. and 10s. occur on both blued and white paper. The other overprints were in Turkish currency, for use in the Levant, and were issued on April 1st, as follows :

40 PARAS on  $2\frac{1}{2}$ d.

80 „ „ 5d.

12 PIASTRES on 2s. 6d. (blued and white paper).

In April a new size of registered envelope appeared, known as H<sub>2</sub>, 9 inches by 4, similar in style to the other sizes of Issue VIII.

On October 1st the minimum charge for telegrams was reduced to 6d.

In this year 'special mail' trains were introduced, i. e. trains devoted entirely to the mails, and carrying no passengers.

On the 30th April, 1886, the  $1\frac{1}{2}$ d. and 6d. stamps were issued 1886. with overprint GOVT. PARCELS.

On May 1st a scheme of compensation for loss of registered letters was introduced, the scale being £2, £5, and £10, according to the fee paid, which appeared on the backs of the envelopes (Issue IX). The £2 was dropped the next year, the envelopes of size I also disappearing.



The unissued 5d. of 1884

*From a specimen in Colonel Bates' collection*

## CHAPTER VII

### THE JUBILEE ISSUE

1887. **O**N the 1st January, 1887, the 'Jubilee' issue appeared. It was the outcome of the deliberations of a Committee appointed in consequence of the unpopularity of the previous issue. After the stamps had been produced, about a dozen handsome albums were made up and presented to the members as souvenirs, entitled 'Before and after the Stamp Committee'. They contained three pages of postage stamps from  $\frac{1}{2}$ d. to 1s.; one with the issues before 1884, one with those of that year, and the last with the new issue. The first page is particularly interesting, as, in order to make up a complete set, the 9d. value was taken from the sheet of Plate 5 at Somerset House, which had never been put into regular service. It was specially perforated by a machine differing from the usual one. The 1s. was from Plate 14, printed in lilac, a colour which was never adopted.

The values were  $\frac{1}{2}$ d.,  $1\frac{1}{2}$ d., 2d.,  $2\frac{1}{2}$ d., 3d., 4d., 5d., 6d., 9d., and 1s. All, except the first and last, were either in two colours, or printed on coloured paper. At first the margins were entirely plain. As the exact chronology of the marginal varieties of this issue is somewhat obscure, they will all be dealt with at this point.

They were in sheets of 240, two panes of 120; except the 4d. and 9d., which were in sheets of 80, four panes of 20.

Control letters were introduced almost at once on the  $\frac{1}{2}$ d. value; A to E. In 1888 a continuous line was added; letters B to Q. The line was usually rounded at the corners, but D to F also occur with it square, or nearly so.

In 1888 the  $1\frac{1}{2}$ d. appeared with continuous green and purple lines; in 1890 and subsequently the green lines were at the sides only.

Lines appeared on the 2d. in 1889. The red ones were always broken, except in December of that year and January, 1890, when they were continuous, like the green ones.

The  $2\frac{1}{2}$ d. margins were blank until 1896, when a line was added, line-blocks between the panes following in 1900.

The alterations to the 3d. were the same as the last, except that the line did not come until 1897.

In the case of the 4d., the modifications were more complicated.



Line-blocks appeared first; then continuous double lines were inserted; next, the green lines were broken at the corners, and thin horizontal lines added at the side of the sheet; the final form was similar, but without the thin lines.

When the lines were first introduced in the 5d. value, they were both continuous, but the blue lines were broken up very soon.

The history of the 6d. is the same as that of the 2½d., the line-blocks appearing in September, 1900.

The 9d. was like the 4d., in that the line-blocks preceded the lines, which were added afterwards, but there was no variety with thin lines.

The 1s. was furnished with a line in 1899.

Most of the values are to be found on more or less 'rep' paper, used for a time about 1899.

Stamps of this issue gradually began to supersede those of the 1887. former one with overprints for official purposes and for use abroad, as they were required. Those of 1887 were **GOVT. PARCELS** on 1½d., issued 29th October, and on 6d., 19th December.

In June 40 and 80 **PARAS** appeared on the 2½d. and 5d. respectively, and in October the ½d. adhesives, 1d. postcards, sizes G, I, and K of the registered envelopes, and the newspaper wrappers were issued with a new overprint, namely **BRITISH BECHUANALAND**.

This year saw the introduction of Parcel Post coaches.

In 1888 a large number of £1 stamps were inadvertently printed 1888 on paper intended for fiscal stamps, the watermark being three orbs instead of crowns. They were put in issue in August.

On January 21st **I.R. OFFICIAL** was applied to the ½d., and on August 21st **GOVT. PARCELS** to the 9d.

On May 1st British stamps were issued in Zululand with the name overprinted. Together with some added a year or two later, they comprised all the values from ½d. to 5s., except 1½d. and 10d. They were superseded by a regular issue in April, 1894.

At the beginning of 1888 the stamp on the ½d. postcards sold at the post offices became of a slightly different type, the old one being henceforward confined to private cards stamped at Somerset House. The new one shows traces of extra white curves on each side at the top. The white line inside these curves is very narrow. A third die also occurred (this year, according to Warhurst), similar as regards the curves, but with the white line considerably thicker.

1888. On September 1st the  $\frac{1}{2}$ d. wrappers came out with the instructions in four lines of capitals.

This year registered envelopes were supplied to the Gold Coast Colony, with black overprints consisting of the name of the colony in an arched label over the stamp, sizes F and G, issue VIII. There was also a similar envelope, intermediate in size between our H<sub>2</sub> and K, which bore the British stamp, the author's copy being die 16.

1889. On the 15th March, 1889, the 1s. of the 1887 issue appeared with the overprint I.R. OFFICIAL, at first in the thin type, later, thick.

In April die 5 of the 10d. embossed, which had been made in 1848, was brought into use for stamping foreign telegraph forms, in pale blue, die 6 being also used to a very limited extent. From about this time until the beginning of 1902 die 5 was also employed for stamping stationery at Somerset House in brown, together with die 7. Until this resuscitation, when the value 10d. was asked for, it had been made up by the combination of 6d. and 4d. The 10d. dies were never drilled for date-plugs. A new series of 1d. dies (VI) was taken into use at Somerset House, with 'S.H.' in lieu of die-numbers.

On September 1st the 'British Empire' 3d. postcard came out, bearing a full-length portrait of the Queen.

Early this year an interesting set of registered envelopes were issued for Bechuanaland, sizes G, H, and K. They were from the same settings as British envelopes of issue VIII (1883), with overprints added of the name and 'FOR REGISTRATION ONLY', but had the 4d. envelope stamp in vermilion, die 4 being set aside entirely for this purpose.

This year the Post Office took over the cables belonging to the Submarine Telegraph Company running to France, Germany, Holland, and Belgium.

1890. On the 24th February, 1890, stamps of the value of 10d. were issued in purple and carmine-red, the arrangement being in panes of 20, like the 4d. The line-blocks between the panes were for a short time vertical, afterwards horizontal. On March 25th the 1s. of 1887 was issued with overprint GOVT. PARCELS. During this year £1 stamps with the orbs watermark appeared with I.R. OFFICIAL.

In May the 1d., 2d., and 5d. were overprinted BRITISH EAST AFRICA, with values of  $\frac{1}{2}$  anna, 1 anna, and 4 annas respectively for use until a regular issue was ready, which took place in October.

This was the fiftieth year of Penny Postage, and jubilee con-



versaziones were held at the Guildhall on May 16th, and at the 1890. South Kensington Museum on July 2nd, special postal stationery and postmarks being provided.

On the 27th January, 1891, the colour of the £1 stamps was 1891. changed to green. Two plates were employed, numbered 2 and 3, which can be distinguished by slight variations in the corner lettering. Plate 2 seems to have been the only one used for the purple-brown issue, but both plates occur in green. The differences were described by Mr. B. McGowan, in articles in the *British Philatelist* for November and December, 1923, and January, 1924.

Some time during 1891 there was a small printing of the 3d. on orange-yellow paper. The 2½d. appeared with I.R. OFFICIAL on October 20th, followed on the 24th by the 2d. GOVT. PARCELS. Later on the overprint on the 2½d. was in thicker type, as in the case of the 1d.

On February 1st the arrangement under which letters could be sent singly by train came into effect. See Appendix II, *Railway Letters*.

On March 25th the Express Letter system began. It was extended so as to be international on August 1st the following year.

On June 1st the scale of compensation for registered letters was increased to £25, envelopes suitably printed soon making their appearance (Issue XI).

Some time this year, 1d., 2d., 4d., and 6d. stamps were overprinted **BRITISH BECHUANALAND**.

In May the registered envelopes for the Gold Coast appeared with the name overprinted in a straight line, 54 mm. long (F and G, issue VIII, as before).

On August 1st an arrangement came into effect whereby all letters posted in ships 'on the high seas' should be franked by stamps of the country to which the ship belonged.

Charges for the redirection of letters were this year abolished.

In 1892 a new value was added to the adhesive stamps, namely, 1892. 4½d., issued September 15th. It was intended for parcels, being the charge for two pounds, a rate which became obsolete in 1897, after which no more were printed. They were in red and green, there being three distinct shades of the former, which may be described as carmine, aniline, and rose. The arrangement was similar to that of the 4d. A stamp on one of the plates (the last in the first pane), had a dot between the 4 and the 1 of ½d., which may be called the '4 point 1' variety. There were no marginal

1892. varieties. They were issued during the same month with **GOVT. PARCELS**.

In July stamps of the values  $\frac{1}{2}$ d., 1d., 2d.,  $2\frac{1}{2}$ d., 5d., and 1s. were overprinted **BRITISH PROTECTORATE OIL RIVERS**, a number of which afterwards had their values altered locally. They were superseded by a regular issue late in the following year, after the name had been changed to 'Niger Coast Protectorate'.

On February 11th two sizes of envelopes bearing  $2\frac{1}{2}$ d. embossed stamps in pale blue were placed on sale at post offices. They were discontinued January, 1904.

About the middle of the year changes were made in some of the colours used for stamping stationery at Somerset House, namely,  $1\frac{1}{2}$ d. from brown to pale yellow (die 5); 2d. from blue to lake (dies 6 and 7); and  $2\frac{1}{2}$ d. from puce to grey-blue (die 2). In December envelopes were stamped for the public for the first time with  $\frac{1}{2}$ d. dies, those employed at the beginning being 6 and 8, which were of type I, with the curl nearly detached, followed the next year by dies of type II with a more solid curl, lettered 'S.H.', probably Nos. 9 to 14.

On February 12th letter cards were introduced, in carmine on pale blue, the latter soon becoming deeper in hue. On April 1st a postcard was issued for going abroad with a 1d. stamp bearing a full-length portrait of the Queen, resembling the 3d. one, which had by this time been withdrawn.

On December 1st the scale for registered letters was extended to £50, and envelopes appeared that month (Issue XII).

This year the 'Gold Coast' overprint on registered envelopes was increased in size, to 64 mm. long (F and G, issue VIII). Registered envelopes and postcards were also overprinted for the Oil Rivers. There were several varieties of the former, viz. H<sub>2</sub>, issue X (£5 and £10); F, G, H, and H<sub>2</sub>, issue XI (to £25); and the same sizes of issue XII (to £50). The postcards were  $\frac{1}{2}$ d., dies II and III, and 1d., issued in August.

1893. On the 1st January, 1893, envelopes of two sizes, N (commercial) and O (foolscap) with  $\frac{1}{2}$ d. stamps were put on sale at the post offices. The dies were not numbered; they were of two types, the first with a solid curl, while in the second the latter was slighter and semi-detached, these varieties appearing in the opposite order to those on the Somerset House dies.

In October a new shape was adopted for the registered envelopes,



with the flap folding over in front, a design which had been pro- 1893.  
tected by Tuck in 1840 (Issue XIII). A new series of smaller  
stamps was impressed on them, the first die being numbered 37,  
and the series running to 47, except 46. A few, size G, of the old  
envelopes received the new stamp.

From the 25th February to the 1st March, in consequence of  
shortage of stamps, the ½d. adhesive was overprinted 40 PARAS  
locally, for use at Constantinople. Some time this year the larger  
size of 2½d. envelope received an overprint of the same value. It  
was given up in 1904.

Postcards were this year overprinted for Zululand ; ½d. single  
and reply (types II and III of the stamp), and 1d. single and reply.

In 1894 the ½d. dies impressed at Somerset House began to be 1894.  
numbered again, the series being 15 to 54, except 27 and 30. At  
last it dawned on the authorities that the date-plugs were of no  
use, and they were abolished in February, the last day of use being  
the 6th. ‘ Florets ’, which had been used in the registered envelope  
dies since 1882, were substituted to fill up the holes, at first with  
five dots, quickly changed to nine. The dies used in these states  
were as follow :

	5 dots.	9 dots.
1½d.	none . . . . .	5, 6, S.H.
2d.	6, 7 . . . . .	7, 8
2½d.	2 . . . . .	2, 3
3d.	7 . . . . .	7, 8
4d.	none . . . . .	1, 3
6d.	27, 30 . . . . .	26 to 29
1s.	14 . . . . .	14

In August a new series of 6d. dies came in, without holes, Nos. 31 to 49.

On September 1st it became legal to use private postcards  
with adhesive stamps.

In July the 1s. adhesive was issued with overprint **BRITISH  
BECHUANALAND**, and in September two postcards were over-  
printed for the same place, namely, the current 1d. single and reply,  
the former being overprinted ‘ three halfpence ’ in addition. In  
January, 1894, sizes F, G, and H<sub>2</sub> of the registered envelopes of  
issue XIII were issued with overprint **NIGER COAST PROTECTORATE**.  
This same year registered envelopes of sizes F and G appeared  
similar to the above (that is to say, with the small stamp of 1893),  
but without the regulations as to compensation, with overprint  
**GOLD COAST COLONY**.

1895. On the 1st January, 1895, 'court shaped' postcards ( $4\frac{1}{2}$  by  $3\frac{1}{2}$  inches) were introduced. Nothing further of note occurred at home during the year until December, when issue XIV of the registered envelopes appeared, with regulations commencing 'Subject to the conditions', &c.

In April the 1d. postcard was issued with overprint **NIGER COAST PROTECTORATE**.

1896. In 1896 the following new overprints appeared :

March.	<b>O.W. OFFICIAL</b> on $\frac{1}{2}$ d. and 1d.
September 1st.	<b>ARMY OFFICIAL</b> on $\frac{1}{2}$ d., 1d., $2\frac{1}{2}$ d.
October.	<b>4 PIASTRES</b> on 10d., for the Levant.
September.	<b>ARMY TELEGRAPHS</b> on $\frac{1}{2}$ d., for use during manœuvres.

This year, possibly before, the 1d. postcard was changed from vermilion to carmine.

The Post Office took over the trunk lines of the National Telephone Company.

1897. In June, 1897, the 1d. was issued with overprint **GOVT. PARCELS**. It exists inverted. In the same month the limit for a penny inland letter was raised to the extravagantly generous weight of four ounces. This year the length of the 1d. postcards was increased to  $5\frac{1}{2}$  inches, the inscription being altered, and having arms inserted.

The  $\frac{1}{2}$ d., 1d., 2d., 3d., 4d., and 6d. stamps were issued overprinted **BECHUANALAND PROTECTORATE**.

1898. For 1898 there are no new stamps to chronicle. The instructions were omitted on the wrappers, and registered envelopes appeared with a scale of compensation running to £120 (issue XV).

This year saw penny postage extended to all the important colonies, except the Australasian and South African, which were added in 1905.

A new die of the 1s. embossed, namely, 16, was registered in January, without any holes, thus reverting to the original type. The dated dies were 3 to 14, 15 not being used.

1899. In 1899 the only event was the introduction of large  $\frac{1}{2}$ d. postcards,  $5\frac{1}{2}$  by  $3\frac{1}{2}$  inches, on November 1st.

1900. On the 17th April, 1900, the  $\frac{1}{2}$ d. adhesive was changed to green, and on July 11th the 1s. became bicoloured. The former was



issued in May with **ARMY OFFICIAL**, and in July with **I.R. 1900. OFFICIAL**, the latter towards the end of the year with **GOVT. PARCELS**. The new  $\frac{1}{2}$ d. appeared at first both with and without line-blocks between the panes, afterwards always with them. The control letter was **R**. This year line-blocks were introduced in the 2s. 6d., 5s., and 10s. stamps, but no line.

On the 22nd January, 1901, the great Queen died.

1901.

The only new stamps this year were official ones, as under :

July.	<b>I.R. OFFICIAL</b> on 6d.
December.	Do. on 1s. bicoloured.
November 5th.	<b>O.W. OFFICIAL</b> on $\frac{1}{2}$ d. green.
Do. .	<b>ARMY OFFICIAL</b> on 6d.
August.	<b>ARMY TELEGRAPHS</b> on $\frac{1}{2}$ d. green.

The following  $\frac{1}{2}$ d. values were changed to green :

January.	Postcards ; court size.
April (?).	Envelopes (Post Office).
May.	Wrappers.
June.	Envelopes (Somerset House).
„	Postcards ; large thin ones.
? date.	Postcards (Somerset House).

A new die of the  $1\frac{1}{2}$ d. of the latter series, namely, 9, was brought into use, which had arrowheads instead of florets, no doubt integral with the die.

The registered envelopes appeared with straight flaps, and without the scale of compensation on the back (Issue XVI). The Gold Coast F and G are given in Bright's catalogue as existing in this type.

In April practically all postage stamps, except those then current, and all fiscals (so far as postal use was concerned), were demonetized.

In 1902, because of the change of sovereign, a new philatelic 1902. era came into being. There are, however, a few final issues of the Queen's head type to chronicle, namely :

February 19th.	<b>BOARD OF EDUCATION</b> on 5d. and 1s.
April 29th.	<b>O.W. OFFICIAL</b> on 5d.
May 28th.	Do. on 10d.

This year the  $\frac{1}{2}$ d. green appeared with **BECHUANALAND PROTECTORATE**.

## CHAPTER VIII

### THE EDWARDIAN ERA

1902. **S**HORTLY after the ascent of King Edward to the throne Messrs. De La Rue & Co. submitted to His Majesty a design which they had prepared, in which the frame was similar to that of the Victorian penny stamps, and contained a portrait of the King in uniform.<sup>1</sup> It did not meet with His Majesty's approval, and he asked them to communicate with Mr. Emil Fuchs, an Austrian artist then resident in London, and to take as a basis for the design a portrait medallion the latter had made.

The King gave Mr. Fuchs sittings for an entirely new drawing, which is reproduced in Plate X.<sup>2</sup>

In Mr. Fuchs' reminiscences ('With Pencil, Brush, and Chisel', Putnam's Sons, 1925) there is a reproduction of an etched portrait, which formed another stage in the process. He also supplied the head for the embossed stamps.

In dealing with these issues it will be convenient to depart from strict chronological order, and to take each value separately, year by year.

Those up to 1s. were printed from a pair of plates side by side, at one operation, the one passing under the roller first being called the 'pitch' plate, and the other the 'leave' plate. As it is found advantageous to use them always in the same relative positions, the practice arose of putting cuts in the marginal lines in different positions, so as to render them easy to identify. These cuts are therefore of considerable interest, as they indicate different plates. The varieties of the lowest values are in the opinion of the author too numerous to collect, but in the case of the others it is well worth doing. In describing them, the expressions 1st, &c. stamp refer to those in the lowest row.

Unless otherwise indicated, the sheets contained 240 stamps, in two panes of 120, and were watermarked with the crown of 1880.

<sup>1</sup> For this and other essays of the period, see *London Philatelist* for March, 1904.

<sup>2</sup> The original is believed to be at Somerset House. There is a photographic reproduction in the Record Room, G.P.O.





PLATE X  
H.M. KING EDWARD VII  
*From a drawing by Emil Fuchs*





The set, which was printed by Messrs. De La Rue & Co. down to 1902. the end of 1910, was completed in 1902, as follows :

- 1st Jan.  $\frac{1}{2}$ d. blue-green, with continuous line. Controls : A, B.
- 1st Jan. 1d. carmine, with continuous line : A, B.
- 21st Mar.  $1\frac{1}{2}$ d. purple and green. Purple lines continuous ; green lines the same, but at sides only.  
 (a) corners of purple lines square (rare).  
 (b) corners of purple lines rounded.  
 Both (a) and (b) occur on slightly rep paper.
- 25th Mar. 2d. green and red. Green lines continuous ; red, short broken ones, sometimes not printing at all.  
 (a) very pale green.
- 1st Jan.  $2\frac{1}{2}$ d. blue.  
 (a) continuous line.  
 (b) broken lines.  
 In 1911 variety (a) was reissued after having been in abeyance for a number of years. It was at first intended that this stamp should be purple on blue, like the previous issue, and some were printed, but never issued. Copies are known.
- 20th Mar. 3d. purple on yellow (a).
- 27th Mar. 4d. green and brown. Two head-plates :  
 (a) green line broken at south-east corner of upper pane.  
 (b) same unbroken. Probably there are other differences, but complete sheets have not been studied.
- 14th May. 5d. purple and blue. (a) Purple lines continuous, blue broken, and rather irregular.
- 1st Jan. 6d. purple (a) line continuous. One of the plates has a cut under the first stamp. Probably there was another with a cut under the second. Variety : on slightly rep paper.
- 7th Apr. 9d. purple and blue. (a) This value was printed in sheets of 160, in eight panes of 20. There were consequently three horizontal spaces between pairs of panes, the first and third containing four long line-blocks, two of each colour, the centre one being plain. As the sheets were divided into upper and lower halves by a clean cut before issue, it is not always easy to decide whether stamps with plain margins below are from the middle or bottom of a sheet, but

1902.

the crosses watermarked in the margin are a help, as they are large (16 mm.) at the centre, and only 10 mm. at the outer corners. (Exceptions to this rule are sometimes found.) Head-plates 1 and 2 in this issue are distinguished by cuts in the purple line over the first and second stamps in the top row.

3rd July. 10d. purple and red. (a) Printed in sheets of 192, in four panes of 48 stamps running right across the sheet. The first and third spaces contained vertical line-blocks in alternate colours, as well as four long ones. The preceding remarks as to middle and bottom apply to this value.

24th Mar. 1s. green and carmine. (a) Both lines are continuous, except for a few breaks in the green line, but they are broken at all corners. One pair of plates has a break in both lines under the first stamp. There was probably another head-plate with break under the second (it is known in the next issue, on chalky paper). These sheets were also divided in two before issue.

5th Apr.	2s. 6d. lilac.	} Sheets of 112, two panes of 56. Water-	
„	5s. carmine.		mark, anchor.
„	10s. blue.		

16th June. £1 green. Sheets of 80, two panes. Watermark, three crowns.

### *Overprints.*

These are numerous. In the first type of the Admiralty and Army, the central part of the M goes down to the foot of the letter ; in type II it is shorter.

### Official :

11th Feb.	ARMY OFFICIAL, $\frac{1}{2}$ d., 1d.
23rd Aug.	„ (type I), 6d.
19th Feb.	BOARD OF EDUCATION, $\frac{1}{2}$ d., 1d.
14th Feb.	„ $2\frac{1}{2}$ d.
23rd Dec.	„ 1s.
30th Oct.	GOVT. PARCELS, 1d.
29th Apr.	„ 2d.
19th Feb.	„ 6d.



28th Aug.	GOVT. PARCELS, 9d.	1902.
17th Dec.	„ 1s.	
4th Feb.	I.R. OFFICIAL, $\frac{1}{2}$ d., 1d.	
14th Feb.	„ $2\frac{1}{2}$ d.	
29th Apr.	„ 1s., 5s., 10s., £1.	
4th Feb.	O.W. OFFICIAL, $\frac{1}{2}$ d., 1d.	
29th Apr.	„ 2d., $2\frac{1}{2}$ d.	
„	R.H. OFFICIAL, $\frac{1}{2}$ d.	
11th Feb.	„ 1d.	

For the Levant :

6th Feb.	40 PARAS on $2\frac{1}{2}$ d.
5th June.	80 PARAS on 5d.
6th Sept.	4 PIASTRES on 10d.

### *Stationery.*

The new stationery this year was as follows (also De La Rue):  
Post Office envelopes :

7th Jan.	$\frac{1}{2}$ d. blue-green N (commercial).
? date.	$\frac{1}{2}$ d. blue-green O (foolscap).
1st Jan.	1d. carmine A (court).
8th Jan.	1d. carmine C ( $5\frac{1}{4}$ by 3; not issued after Jan., 1903).
„	1d. carmine E (commercial).

The dies of all the above bore the initials 'B.R.' (for Bunhill Row). They are supposed to be Nos. 1 to 6 and 31 to 42, which are missing from both values of the next series.

### Somerset House.

Jan.	$\frac{1}{2}$ d. blue-green. Dies 7-30, 43-55.
? date.	1d. carmine. Dies 7-30, 43-88.
„	$1\frac{1}{2}$ d. pale yellow. Die 1 only.

### Registered envelopes (Issue XVII).

Feb.	3d. brown. Sizes F, G, H, H <sub>2</sub> , K.
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At first these were similar to the last Victorian issue. The stamp now included 1d. for postage. There were three distinct issues with King Edward stamps, the dies being 1 to 18.

1902. *Postcards.*

Jan.	$\frac{1}{2}$ d., blue green.	Court ; single and reply.
Jan.	$\frac{1}{2}$ d., blue green.	Large, single.
Feb.	$\frac{1}{2}$ d., blue green.	Large, reply ; 1d., carmine, single.
5 Mar.	1d., carmine,	reply.

*Letter card.*

Jan.	1d., carmine on blue.
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*Wrappers (P.O.).*

Jan.	$\frac{1}{2}$ d., blue green.
Feb.	1d., carmine.

The 1d. postcards, and probably the large  $\frac{1}{2}$ d. ones, were subsequently overprinted BECHUANALAND PROTECTORATE, but when, is not known. The same applies to the registered envelopes, sizes F and G. A complete set of all sizes was overprinted (in blue) REGN FEE 40 PARAS, for the Levant, followed at some unknown time by REGN FEE 1 PIASTRE, which the author only possesses on size H of this issue.

1903. At the end of 1903 new plates of the  $\frac{1}{2}$ d. and 1d. were introduced, with broken lines. The controls this year were :

$\frac{1}{2}$ d., continuous line C ; broken, B.

1d., continuous line, C ; broken, C.

Early in the year the shade of the 2d. became slightly deeper and a more bluish green (b).

*Overprints* were as follow :

## Official.

12th Mar.	ADMIRALTY OFFICIAL (Type I), $\frac{1}{2}$ d., 1d., $1\frac{1}{2}$ d., 2d., $2\frac{1}{2}$ d., 3d.
May	ADMIRALTY OFFICIAL (Type II), $\frac{1}{2}$ d.
Sept.	ADMIRALTY OFFICIAL (Type II), 1d., $1\frac{1}{2}$ d., 2d., $2\frac{1}{2}$ d., 3d.
„	ARMY OFFICIAL (Type II), 6d.
28th May	O.W. OFFICIAL on 10d.

## Levant.

29th Aug.	12 PIASTRES on 2s. 6d.
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*Stationery.*

1903.

9th Feb.	1d., carmine, envelope, foolscap. P.O.
? date.	2d., maroon, envelope, S.H. Dies 1 and 2.
Feb.	2½d., slate blue, envelope, S.H. Dies 3 and 4. <sup>1</sup>
Feb.	3d., pale brown, envelope, S.H. Dies 1 and 2.
„	4d., orange-vermilion, envelope, S.H. Die 1.
„	6d., lilac, envelope, S.H. Dies 1 to 18, exc. 14.
Sept.	1s., green, envelope, S.H. Die 1.
? date.	10d., pale brown. Dies 1 and 2. Only used on foreign telegraph forms.

On March 19th ½d. postcards were issued with overprint **ADMIRALTY OFFICIAL**, at first type I, later II; and H<sub>2</sub> registered envelopes appeared with the same added in blue.

1904. The controls of the ½d. were :

1904.

Continuous line; C4, D4; broken, C, C4, D4.

In November the colour was changed to pale yellow green, with control D4, continuous and broken lines.

Those of the 1d. this year were C4, D4, both continuous and broken.

On March 16th booklets were introduced, containing 24 1d. stamps, price 2s. 0½d.

1½d. Some time this year a new duty-plate was taken into use, with a continuous green line all round (c).

*Official.*

On February 6th the 5d. appeared with overprint **BOARD OF EDUCATION**.

On May 12th all official overprinted stamps were abolished. Just about this time the 6d. were supplied with **I.R. OFFICIAL** on them, and a few were used, but they were not regularly issued.

*For abroad :*

Aug.	1d.	<b>BECHUANALAND PROTECTORATE.</b>
29th Nov.	2½d.	„ „

*Stationery.*

In February the perforation of the letter cards was changed, no longer running out to the edges.

In December the ½d. envelopes, postcards, and wrappers were changed to pale green.

<sup>1</sup> Possibly the first two dies were reserved for Post Office envelopes of this value, which never materialized.

1905. 1905. This year the continuous line plates of the  $\frac{1}{2}$ d. and 1d. disappeared. The controls of both values were D5 and E5, with broken lines.

‘ Chalky ’ paper was introduced, as below :

Sept.	$1\frac{1}{2}$ d.	(d) Purple lines continuous, green lines at sides only.
? date.		(e) Purple lines continuous, green lines all round.
„		(f) New head-plate, purple lines broken, green at sides only.
„		(g) As last, green lines all round. (Pale and dark purple.)
Sept.	2d.	(c) Lines as in the previous issues. Green a deeper shade. (The $2\frac{1}{2}$ d. was never printed on chalky paper.)
June ?	3d.	(b) As before. The shade of this value varied considerably from time to time, both as regards the ink and the colour of the paper.
Oct.	6d.	(b) Continuous line.
? date.		(c) Broken lines.
June.	9d.	(b) As previous issue. The author has two top left corners on this paper showing head-plates with cuts over first and second stamps respectively.
Sept.	10d.	(b) As previous issue.
„	1s.	(b) As previous issue.
? date.		(c) Red line not broken at corners. The author has a pair showing breaks in both lines under the second stamp.
Oct.	2s. 6d.	(b) Pale and dark.

*Overprints for abroad.*

A set was issued on August 15th with LEVANT, as follows, on ordinary paper :

$\frac{1}{2}$ d., 1d.,  $1\frac{1}{2}$ d., 2d.,  $2\frac{1}{2}$ d., 3d., 4d., 5d., 6d., 1s.

There were also :

11th Nov. 2 PIASTRES on 5d.

15th Aug. 24 PIASTRES on 5s.



1906. Controls of  $\frac{1}{2}$ d. and 1d., E6, F6.

1906.

The following appeared on chalky paper :

Jan. 4d. (c) Green line continuous, except at corners.  
 ? date. (d) New head-plate, with green lines broken.  
 May. 5d. (b) Purple lines continuous, blue broken.  
 ? date. (c) Purple lines broken, blue broken.

On May 31st booklets were issued with twelve 1d. and twenty-three  $\frac{1}{2}$ d. stamps (price 2s.), one page of the latter consisting of five stamps and a space bearing an X.

*Overprints.*

March. BECHUANALAND PROTECTORATE on  $\frac{1}{2}$ d. blue-green.  
 In July the 2d. 'LEVANT' was issued temporarily at Beyrout with '1 Piastre' added locally.  
 19th April. 1 PIASTRE on 2 $\frac{1}{2}$ d.  
 The 1d. postcard was overprinted LEVANT, single and reply.

1907. Controls of  $\frac{1}{2}$ d. and 1d., F7, G7.

1907.

There were no other changes in the adhesives, except that about August the booklets were altered to eighteen 1d. and eleven  $\frac{1}{2}$ d. stamps.

*Overprints.*

Aug. 10d. with 4 PIASTRES, on chalky paper.  
 Jan. 1st. A set of stamps was issued with overprint MOROCCO AGENCIES, and with the values altered, as below :

5 CENTIMOS,	on	$\frac{1}{2}$ d.
10	„	1d.
15	„	1 $\frac{1}{2}$ d.
20	„	2d.
25	„	2 $\frac{1}{2}$ d.
40	„	4d.
50	„	5d.
1 PESETA	„	10d.
3 PESETAS	„	2s. 6d.
6	„	5s.

On April 30th they were followed by 12 PESETAS on 10s.

1907. By degrees another set appeared, with **MOROCCO AGENCIES** only, the value being unchanged, as below :

1st June.	$\frac{1}{2}$ d.
5th May.	1d.
30th Apr.	2d., 4d.
5th May.	6d., 1s., 2s. 6d. (the latter pale and dark).

*Stationery.*

On January 22nd registration labels were introduced, and soon afterwards the registered envelopes were issued with a space for them (Issue XVIII). In this and the succeeding issues two letters appeared under the flap, which seem to indicate the date of printing, the first letters, running from A to M (omitting I) representing the month, and the second the year, A being 1907.

On October 1st the  $1\frac{1}{2}$ d. envelope stamp (S.H.) was changed from pale yellow to purple. Dies 1, 2, 3.

This year the  $\frac{1}{2}$ d. (yellow green) thin, 1d. single, and 1d. reply postcards were overprinted **MOROCCO AGENCIES**, with value changed to 5 and 10 centimos. The same  $\frac{1}{2}$ d. card was also overprinted **BECHUANALAND PROTECTORATE**, together with the F and G registered envelopes of this period (XVIII). The author has also G and H of the same with **REGN FEE 1 PIASTRE**, for the Levant. Another set was issued this year (F, G, H, and K) with **MOROCCO AGENCIES 30 CENTIMOS**, but on issue XVII with R in oval, followed by the same on F, G, and H of issue XVIII.

On August 1st international reply coupons were introduced.

1908. 1908. Controls of the  $\frac{1}{2}$ d. and 1d., G8, H8.

*Overprints.*

Jan.	2 PIASTRES on 5d.
„	12 „ „ 2s. 6d. (pale and dark).
Mar.	LEVANT „ 1s.
Apr.	„ „ $1\frac{1}{2}$ d.
Nov.	BECHUANALAND PROTECTORATE on $\frac{1}{2}$ d., pale green.

In March the instruction relating to the address was omitted from the postcards.



1909. Controls of the  $\frac{1}{2}$ d. and 1d., H9, I9.

1909.

On November 1st the colour of the 4d. was changed to orange, printed on ordinary paper. The first shade was dark ; in December it became pale, until about the middle of 1910, when it went to a medium shade.

### *Overprints.*

16th Nov.	30 PARAS	on	$1\frac{1}{2}$ d.	, chalky.
,,	LEVANT	on	2d.	, chalky.
,,	1 PIASTRE	10 PARAS	on	3d.
,,	1	,,	30	,, , 4d.
				, brown and green.
Dec.	1	,,	30	,, , 4d.
				, orange.
16th Nov.	2	,,	20	,, , 6d.
				, chalky.
,,	5 PIASTRES	on	1s.	, chalky.

On December 28th the stamps overprinted LEVANT were withdrawn, except the  $\frac{1}{2}$ d., 1d., and 2d.

### *Stationery.*

In November the word INLAND was dropped from the registered envelopes (Issue XIX).

The author has size G with REGN FEE 1 PIASTRE.

The 1d. postcard, without instruction, was overprinted LEVANT (single only).

1910. Controls of  $\frac{1}{2}$ d. and 1d., I10, J10.

1910.

On May 6th King Edward died. That very day 2d. stamps were to have been issued of a new design in 'Tyrian plum', but they were stopped, and it was decided to adhere to the old type, of which a new head-plate was brought into use, with broken green lines.

July. 2d. (d) Broken green lines, same shade as before.

(e) Continuous green lines, darker green.

(f) Broken green lines, darker green.

Some time this year the 5d. appeared with a fresh duty-plate, both lines being now continuous.

On May 4th, two days before the King's death, a new value came out, 7d. grey. One plate had a cut under the second stamp. Probably the other had one under the first.

1910. *Overprints.*

On January 24th the three Levant stamps with surcharges in piastres and paras were superseded by the following :

$1\frac{1}{4}$  PIASTRE on 3d.

$1\frac{3}{4}$  „ „ 4d.

$2\frac{1}{2}$  PIASTRES „ 6d. (continuous and broken lines).

On May 12th the 4d. MOROCCO with value changed was issued on the orange stamp.

At the end of the year Messrs. De La Rue's contract came to a close.



The 2d. that was smothered at birth

*From a block lent by Mr. C. Nissen*



## CHAPTER IX

### HARRISON AND SOMERSET HOUSE

1911

THE printing of the stamps was given partly to Messrs. Harrison & Sons, and partly carried out at Somerset House.

With one or two temporary exceptions, fresh marks were made on the marginal lines of the plates taken over by Somerset House, with periodical modifications, a circumstance which lends great interest to the issues of this and the two following years, although the collection of stamps showing these marks is far from having attained the vogue that it deserves. It is hardly too much to say that no series of stamps, certainly among those of this country, has ever had the amount of study contemporaneous with their issue that these received at the hands of a few enthusiasts, of whom the author was one. In his opinion, the only period during which British stamps have existed which approaches this one for interest is the year 1855, at which time philately, as a science, did not exist.

At this distance from the time in question, it is possible to gather up the threads, and present the details in what the author hopes is an accurate form, which has been done as concisely as possible.

All the following stamps, with the exception of some of the 6d., were on ordinary paper. (The King George issues began to appear on June 22nd, but it has been thought best to keep them entirely separate.)

May.	$\frac{1}{2}$ d.	Harrison, perf. 14.	A11.
Aug.	„	„	„ bright shade.
Oct.	„	15 × 14	„
May.	1d.	perf. 14	„ (11 wide and narrow).
Aug.	„	„	„ ‘ aniline ’ shade.
Oct.	„	15 × 14	„ (11 narrow).

King George  $\frac{1}{2}$ d. and 1d. stamps were issued in June, but the above continued in use concurrently with these until the end of the year. Harrison booklets were King Edward from June to August.

1911. June. 1½d. S.H. (h). First printing pale, with the following cuts in purple line at foot :  
 I under second stamp (an old D.L.R. plate-cut).  
 V under fifth stamp, and II under eleventh, the latter wide apart ; all the other ' 11 cuts ', as they are called, in this value have the strokes close together.
- Oct. 1½d. S.H. (i). Purple dots in margin near the corners on right side. No V ; cut under eighth instead of second.
- Aug. 2d. S.H. (g). 11 cuts.
- Nov. „ „ (h). Green dots added to right.
- „ „ „ (i). As last, a sloping cut added under the eleventh stamp in the lowest row of both panes.
- July. 2½d. Harrison (c) perf. 14, continuous line.
- Aug. „ „ (d) perf. 14, broken line.
- Oct. „ „ (e) 15 × 14, continuous line.
- „ „ „ (f) 15 × 14, broken line.

There were single cuts, indicating four plates, under the first and second with broken lines, and third and fourth with continuous. They were superseded by King George stamps in October, 1912.

- Sept. 3d. Harrison (c) perf. 14.
- „ „ „ (d) 15 × 14.

Two plates ; cuts under first and fourth stamps respectively. Superseded in October, 1912.

- July. 4d. Harrison (a) perf. 14.
- Nov. „ „ (b) 15 × 14.

Two plates, with and without dots in centre of side margins. Superseded January, 1913.

- Nov. 6d. S.H.

There were three plates, or more probably groups of plates, called here for purposes of identification X, Y, and Z. X and Y have broken lines, with cuts under first and second respectively. Z, which did not appear until the middle of 1912, had the line continuous, with a cut under the second.

The first shade, as issued in general, was a very bright violet, on ordinary paper. A few had been printed in magenta on chalky paper, but are extremely rare. An



unused corner block of four is known, with '11' cuts. 1911. It is uncertain whether this variety was actually issued or not. Apart from these, ordinary paper was used until 1913. The original colour, which was very distinctive, only lasted about a week, the next being a dull plum, afterwards becoming a rich shade. (The author has used copies dated 3 November, 9 November, and 30 December respectively.)

For these printings, Plates X1 and Y1 were used; X1 with 11 cuts under the first E of PENCE, and coloured dot to left of line blocks. There were two semicircular scoops, containing dots, out of the last 'pillar'. The plate-cut under the first stamp is below the X of SIX. Y1 has 11 cuts under CE of PENCE; cut under fourth stamp as well as second; coloured dot to right of line-blocks; two scoops, containing dots, encroaching on both the last two pillars.

July.	9d. S.H. (c)	Pale blue and mauve. No date-cuts?
Oct.	„ „ (d)	Bright blue and purple. 11 cuts middle and bottom, the former wide apart. Shortly afterwards there was another printing in pale blue and purple, the blue being more of an ultramarine, and the purple lacking the reddish tinge of (c).
Nov.	9d. S.H. (e)	There was a limited printing, in strong shades, without 11 cuts, but with two small purple dots below the line under the eleventh stamp, middle and bottom, the former not quite level with one another.
Oct.	10d. S.H. (c)	11 cuts, middle and bottom. Red dots to right, those in the middle being larger than the others. Variety; duty-plate in 'aniline' pink.
July.	1s. S.H. (d)	Very dark green; no 11 cuts (rare).
	(e)	Green not quite so dark; 11 cuts middle and bottom, the former wide apart.
Oct.	1s. S.H. (f)	Paler, with red dots added to right. The author has a pair with cut in green line under first stamp. The 'red' is scarlet.
Sept.	2s. 6d. S.H. (c)	11 cuts, both panes.
„	£1 „ (b)	11 cuts, both panes.

1911. *Overprints.*

Sept. 30 PARAS on 1½d. S.H. Pale and dark, i. e. (h) and (i).  
 July 1 PIASTRE on 2½d. Harrison, perf. 14.  
 Nov. 1 „ „ „ „ 15 × 14.

*Stationery.*

That for the Post Office issues was being printed by Messrs. McCorquodale & Co. In April the ½d. postcards, 1d. envelopes, and letter cards appeared, followed later by the ½d. envelopes and wrappers. In the case of the envelopes, they made use of some of the numbered dies formerly appropriated to Somerset House.

On July 4th the letter cards became white.

## 1912. In 1912 the following modifications occurred :

Feb. 1½d. S.H. (j) New duty-plate, green lines broken. The only cuts are now 11 under the last stamp, apparently for 1912. These are known as '12 cuts'. In this issue there are four head-plates, which can be distinguished by variations in the 12 cuts as follow :

- (1) Traces of 11 cuts ; 12 well to left ; lines rough.
- (2) 12 cuts to left ; clean cuts ; lines regular.
- (3) 12 cuts under 1 ; small purple dot.
- (4) „ „ 1, but wider apart ; large dot.

This stamp finished up about October, in an exceptionally dark shade.

Mar. 2d. S.H. (i) New duty-plate. Red lines regular. Two dots in green line under the last stamp ('12 dots'). These were superseded by King George stamps in August.

Feb. 5d. S.H. (f) Purple lines broken ; 11 cuts both panes ; purple dots.

Apr. „ „ (g) As last, but 12 cuts, to lower pane only. Two duty-plates, one with cut in blue line under tenth stamp.

? date „ „ (h) As (g), but purple dots removed.

Mar. 6d. S.H. The shades this year were in general dull, varying in depth. We have Plate X2 showing variations which suggest that it had been resurfaced. (Some authorities



think that it is a new plate altogether.) 1912.

In this state the south-west corner-piece has been joined on to the vertical line, and the cut under the first stamp moved to the right, under the first E of PENCE. The scoops are nearly the same as before, but the lower one is more than half a circle. The 11 cuts are gone, and clean 12 cuts are placed under the first E of PENCE. The dot to left of line-blocks has disappeared.

Apr. 6d. S.H.

Plate Y1. The 11 cuts are filled up, and two very slight 12 cuts appear under EN, which wore away. The dot to right of line-blocks is gone.

June. 6d. S.H.

Plate X2, with white dot on line to right of lowest row.

„ „ „

Plate Y1, with 12 cuts renewed, under P this time. White dot as last. The stopping came out of the 11 cuts, so that for a short time both 11 and 12 cuts showed; the former were soon filled up for the second time.

July. 6d. S.H.

The above two plates appeared with the white dot at the side moved up to the 19th row. Plate Z made its appearance (continuous line). 12 cuts. Upper scoop out of both pillars, lower out of the last but one only. White dot at side of 19th row.

Nov. 6d. S.H.

Plates X2 and Z. All the coloured dots removed, including those in scoops. There had previously been a dot above the last stamp in top row, and below the last in bottom. The white dot is now moved up to the 18th row.

Dec. 6d. S.H.

Plates Y2 and Y3. In both, the scoops have disappeared, the pillars having been restored; and the customary breaks under the sixth and seventh stamps are filled

1912.

up. The purple dots are gone. The 12 cuts are thinner, and the line containing them is of almost uniform width ; it had gradually become very irregular as Y1 went on. There is a white dot to the 18th row. In Y2 the latter is to the left of the line, and the 12 cuts are in the same position as in Y1. In Y3 the white dot is centrally placed on the line, and the 12 cuts are slightly more to the left.

Aug. 7d. S.H. 12 cuts. Three plates :

- (1) cut under 1st ; 12 cuts under R E
- (2) „ „ 2nd ; „ „ & R
- (3) no plate-cut ; „ „ &

Paper unsurfaced, and 'plate-glazed'.  
Superseded in August 1913.

Mar. 9d. S.H. (f) Clean 12 cuts, middle and bottom (shades).  
Faint traces of the 11 cuts are visible.

late in year. 9d. (g) Another head-plate, with jagged 12 cuts,  
slightly more to the left in both places.  
No traces of 11 cuts. Superseded June,  
1913.

? date 10d. S.H. 12 cuts middle and bottom. Carmine pale.  
Superseded August, 1913.

Apr. 1s. S.H. 12 cuts middle and bottom. Frame car-  
mine.

? date 2s. 6d. S.H. 12 cuts middle and bottom.

Feb. 5s. „ 11 cuts „ „

Oct. 5s. „ 12 cuts middle and bottom. Superseded  
July, 1913.

Jan. 10s. S.H. 11 cuts middle and bottom.

July 10s. S.H. 12 cuts middle and bottom. Superseded  
August, 1913.

Apr. £1 S.H. White dot in place of 12 cuts, above and  
below both panes. Superseded August,  
1913.

#### *Overprints.*

14th Feb. LEVANT on  $\frac{1}{2}$ d. Harrison, perf. 14 (after the King  
George issue !)



Apr.	1 PIASTRE on 2½d. Harrison, 15 × 14. New setting, 1912. shorter letters.
Sept.	MOROCCO AGENCIES 25 CENTIMOS on 2½d., 15 × 14.
Mar.	MOROCCO AGENCIES on 4d., De La Rue.
June	2 PIASTRES <sup>1</sup> on 5d., S.H. variety (f).
Aug.	4 PIASTRES on 10d., S.H. (a) duty plate in scarlet, 11 cuts. (b) „ „ „ pale carmine, 12 cuts.
Dec.	5 PIASTRES <sup>1</sup> on 1s., S.H.
Oct.	BRITISH BECHUANALAND on 1s., S.H. (a) and (b) as above.
Feb.	12 PIASTRES on 2s. 6d. 11 cuts, and probably 12.
Nov.	24 PIASTRES on 5s. 11 cuts.

*Stationery.*

This year 1d. postcards (foreign) appeared printed by McCorquodale & Co., the single only. These contractors do not seem to have made any reply cards of this value. There are two types: one with the I of Britain central, as in the De La Rue series; the other with the A under the middle of the arms. Both settings exist with LEVANT.

1913. There are a few more varieties of King Edward stamps 1913. to chronicle for this year.

? month 5d. (i). Similar to preceding issue, but with a white dot in purple line at the side of last stamp. Superseded in June.

The paper of the 6d. now showed changes, as follow:

Apr. 6d. Thick paper,<sup>2</sup> slightly chalky; Y2 and Y3.

June 6d. Thin paper, X2 and Y2.

July 6d. Normal chalky paper, X2 and Y2.

All printings this year show a dot to side of 18th row. In X2 there are four cuts (or cracks) in the line to right of line-blocks. They were superseded in August.

? month 1s. As previous issue, but red dots removed. Frame carmine, rose at end of issue. Superseded August, 1913.

? month 2s. 6d. White dots added in line at side of last stamp in both panes. Superseded June, 1913.

<sup>1</sup> The author has specimens of these two varieties used at Tsingtao, Japan, in 1919. Being on pieces cut close, it is impossible to say whether they were allowed to pay postage; it is not unlikely, but this use was quite unauthorized.

<sup>2</sup> The thickness is 3¾ thousandths of an inch, the next variety being 2¾ thousandths. The chalky paper is 4 thousandths, owing to the coating, these measurements including gum in all cases. The normal thickness is 3½ thousandths.

1913. *Overprints.*

? month 4d. 15 × 14 MOROCCO AGENCIES, value unchanged.  
Superseded 1921.

1914. By 1914 the stamps of King Edward had nearly run their course, but in April two high values were issued with MOROCCO AGENCIES, namely 2s. 6d. with value unchanged, and 5s. with 6 PESETAS in addition. The former were superseded in August, the latter in June of this year.

On October 1st the British post offices in the Levant were closed in consequence of the war.

**UNDELIVERABLE  
(ENEMY COUNTRY)  
RETURN TO SENDER.**

Postmark on a letter addressed to Austria  
after the outbreak of war







PLATE XI

H.M. KING GEORGE V

*From a photograph by Messrs. W. and D. Downey*



## CHAPTER X

### THE PRESENT ERA

WE now come to the issues of King George V, and have to 1911 return to the year 1911. Unless otherwise mentioned, all stamps down to the end of 1923 may be taken to have been printed by Harrison & Sons, in sheets of 240, two panes of 120; and stationery by McCorquodale & Co. The head for the first two adhesives was taken from a photograph of the King, reproduced in Plate XI, by His Majesty's permission. The  $\frac{1}{2}$ d. and 1d. stamps with three-quarter head were designed by Mr., now Sir, Bertram Mackennal, the profile  $\frac{1}{2}$ d. and  $1\frac{1}{2}$ d. being derived from the first  $\frac{1}{2}$ d., and the 2d., 3d., and 4d. from the 1d., the lion being suppressed. The profile 1d. and the  $2\frac{1}{2}$ d. were also by the same artist, the values from 5d. to 1s. being the work of the late Mr. G. W. Eve.

22nd June.  $\frac{1}{2}$ d., die Ia, green (shades). Wmk. crown, perf.  $15 \times 14$ ; a few copies being known 14 all round. In early printings,  $\frac{1}{2}$  is sometimes on solid colour instead of lines.

The die was soon improved. In the 'A' state the scales on the right-hand dolphin show a single one at the top; in Ib there are three nearly level. The control was A11, the 11 being made narrower in October. These stamps were superseded, so far as sheets are concerned, by Die II at the beginning of 1912. They were used in booklets from 10th August, 1911, until April, 1913. The price of the latter was reduced to face value, so that there was no longer a 'joker'.

22nd June. 1d., die Ia, rose-red (shades). Wmk. crown, perf.  $15 \times 14$  (a few 14). In August a modified die (Ib) appeared, which is generally clearer. (The second line of shading in the ribbon to the right of crown is unbroken in Ia.) The majority of copies from both dies were printed by Harrison, control A11, but a few of the early ones emanated from Somerset House, control A. 11.

1911.

In September the 11 became narrower (Ib). The S.H. copies of Ib were not issued until November. They had scoops in the last pair of line-blocks, like some of the Edwardian 6d. The same remarks as to supersession and booklets apply as in the case of the  $\frac{1}{2}$ d. A very fine 'aniline' shade occurred in the booklets.

From this point onwards, unless specially mentioned, all stamps may be taken as perf.  $15 \times 14$ .

*Overprint.*

In September (earliest date known, 12th) the  $\frac{1}{2}$ d., die Ia, appeared with **LEVANT**.

*Stationery.*

On June 22nd 3d. registered envelopes were issued (XX). The first set of dies were not numbered, but had a W below the head.<sup>1</sup> The succeeding dies, in which the 3 is smaller and the W absent, were numbered, beginning with 9 and running to 89, with the exception of 59, which was defective and not registered.

Postcards. 22nd June.  $\frac{1}{2}$ d. thin single.

Oct.	„	thick	„
„	„	thin reply.	
Nov.	„	thick	„

22nd June. Letter cards, 1d.

The postcard stamps were at first from die I, in which the ornament at the foot of the left 'caduceus' is imperfectly formed. The letter cards with three-quarter head were always thus. The shades of this issue of postcards varied enormously, from dark blue-green to pale yellow-green. The author possesses the thin  $\frac{1}{2}$ d. postcard (die II) overprinted **BECHUANALAND PROTECTORATE** below 'POSTCARD', and registered envelopes, sizes F and G (numbered dies), with the same, together with, in the case of the latter, **DUTY 4d.** on the stamps. For the Levant he has G and K (dies W) and G and H (numbered dies) overprinted **REGN FEE 1 PIASTRE**.

The overprints on stationery have been neglected, very undeservedly, and it is probable that some have disappeared without any specimens having survived.

<sup>1</sup> The W stood for Wolverton. There were five dies only, 4, 5, and 6 being defective.



On the 9th September of this year there was an experimental 1911. aeroplane post between London and Windsor, which lasted for a week, and had special postmarks.

On the 2nd October 'certificates of posting' for unregistered letters were revived, but without a stamp; fee,  $\frac{1}{2}$ d.

On the 31st December the Post Office took over the entire telephone service.

On the first day of 1912,  $\frac{1}{2}$ d. and 1d. stamps from completely 1912. new dies were issued, which were a great improvement on the first ones, and contained, in the author's opinion, a better likeness of the King than the profile portraits which succeeded them.

In September the royal cypher watermark was substituted for the crown in these values, in two forms, 'multiple' and 'repeated'. It was at first confined to the stamps in booklets and in rolls for automatic machines, of which more anon (in the booklets, repeated only), not appearing in the sheets until December. In later years some small modifications occurred which the author does not think worthy of notice.

In October the 1d. appeared from Die III, with profile head. The list of issues is as follows:

- 1st Jan.  $\frac{1}{2}$ d. die II, green (pale to very dark). Wmk. crown. The earliest had B11, but B12 also appeared the same month, at first close, afterwards wide. At the end of the year some sheets were issued without any control.
- Sept.  $\frac{1}{2}$ d. die Ib, wmk. cypher repeated (booklets).  
 „ die II, „ „ multiple, B12, narrow and wide.  
 „ „ „ „ repeated. Control as last.
- 1st Jan. 1d. die II, rose-red (shades), wmk. crown. The early ones were B11, B12 appearing about January 19th. In March B12 wide came out. There were also Somerset House printings with B.11 and B.12.
- Sept. 1d. die Ib, wmk. cypher repeated (booklets only).  
 „ „ die II „ „ multiple. B12 wide.  
 „ „ „ „ repeated. Rolls only at first; sheets with B12 wide in December.
- 8th Oct. 1d. die III, wmk. cypher repeated. C12 (no S.H.).

In September this year the rolls of  $\frac{1}{2}$ d. and 1d. stamps were introduced in eight forms, as shown in Plate XII, the watermark of most of them at first being crowns. The end papers were pale brown, with inscriptions in the colour of the stamps.

1912. 15th Oct. 1½d. brown, S.H. Control A.12, at first wide, close in November. Four plates are indicated by dots in the lines over the first four stamps in both panes.
- 21st Aug. 2d. yellow, S.H. ? No control. Three plates ; no cut, cut 1, and cut 2.
- 18th Oct. 2½d. blue, S.H. A.12. Plate-dots 1, 2, 4, and 5.
- 8th „ 3d. violet, S.H. A.12, wide and close. Plate-dots 1, 2, 3, 4.

*Overprints.*

## (1) LEVANT.

- April ½d. die II ; normal colour, and bluish green.
- Jan. 1d. die Ia.
- Feb. „ die II.

## (2) MOROCCO AGENCIES.

- July. 5 CENTIMOS on ½d. die II.
- May. 10 „ „ 1d. „

## (3) BECHUANALAND PROTECTORATE.

- Sept. 1d. die II.

*Stationery.*

This year a foreign postcard with 1d. stamp of King George was issued. Both shade of printing and colour of card vary. There was also the corresponding reply card.

In January ½d. wrappers came out ; die I, blue green, followed by die II in blue green, and yellow green. In November 1d. wrappers were issued, with the characteristics of die II only.

Some time this year the ½d. wrappers were overprinted LEVANT (die II).

Another overprint (date not known) on the same was MOROCCO AGENCIES 5 CENTIMOS, also occurring on the large ½d. postcards (both dies).

## 1913. 1913.

- Jan. ½d. die II, wmk. cypher repeated ; B13.
- 16th Jan. „ die III (profile), S.H. Control B.13. Four plates, with dots over first four stamps. Wmk. cypher repeated.
- Apr. ½d. die III, booklets. Wmk. as last.
- June. „ die III, Harrison print ; C13. Plate-dots now placed at the bottom. In this and the 1d. value they are too numerous to cope with.











	<b>(A)</b>	1,000 1d. STAMPS.	Price £4 3 6
		DELIVERY TOP END FIRST.	
	<b>(B)</b>	1,000 1d. STAMPS.	Price £4 3 6
		DELIVERY LOWER END FIRST.	
	<b>(C)</b>	1,000 ½d. STAMPS.	Price £2 1 10
		DELIVERY TOP END FIRST.	
	<b>(D)</b>	1,000 ½d. STAMPS.	Price £2 1 10
		DELIVERY LOWER END FIRST.	
	<b>(E)</b>	500 1d. STAMPS.	
		DELIVERY TOP END FIRST.	
		Price £2 1 9	
	<b>(F)</b>	500 1d. STAMPS.	
		DELIVERY LOWER END FIRST.	
		Price £2 1 9	
	<b>(G)</b>	500 ½d. STAMPS.	
		DELIVERY TOP END FIRST.	
		Price £1 0 11	
	<b>(H)</b>	500 ½d. STAMPS.	
		DELIVERY LOWER END FIRST.	
		Price £1 0 11	

PLATE XII

The first 'rolls' of stamps



Aug.	$\frac{1}{2}$ d. die III, cypher multiple (rolls). <sup>1</sup>	1913.
Jan.	1d. die II, „ repeated; B13.	
Feb.	„ die III, „ „ C13. Variety, with thin bar over control.	

Apr. „ die III, cypher repeated. Booklets.

Aug. „ „ „ multiple (rolls).<sup>1</sup>

From this point, unless specially mentioned, the watermark is cypher repeated.

May.  $1\frac{1}{2}$ d. Harrison; C13. No plate-dots.

Nov. 2d. S.H.; C.13. A more orange shade.

June.  $2\frac{1}{2}$ d. Harrison; C13. No plate-dots.

Feb. 3d. S.H.; B.13.

Nov. „ „ C.13. More bluish shade.

July. „ Harrison; C13. First shade.

15th Jan. 4d. grey green, S.H.; B.13. Dots over 1st and 2nd. The first shade was dark, but they soon became paler.

July. „ Harrison; C13. Dark and pale. No plate-dots.

30th June. 5d. light brown, S.H.; C.13. Dots over 1st and 2nd.

1st Aug. 6d.<sup>2</sup> dull purple, S.H.; C.13. Dots over 1st and 2nd. During the life of this control the colour was changed to reddish violet.

„ 7d. olive, S.H.; C.13. Dot over 1st only.

„ 8d. black on yellow, S.H.; C.13. Dot over 1st only.

30th June. 9d. agate, S.H.; B.13. Dots over 1st and 2nd.

1st Aug. 10d. turquoise blue, S.H.; C.13. Dot over 1st only.

„ 1s. pale brown, S.H.; C.13. Dot over 1st only.

In the summer of this year the high value stamps appeared in a new and effective design by Sir Bertram Mackennal. There are certain remarks to make which apply to all. They were recess-printed, in sheets of 40, and perf.  $11 \times 12$ , wmk. a large cypher. Until the end of 1915 they were printed by Waterlow Bros. & Layton. The first printings were rather rough impressions in rich shades (on thick ribbed paper in the case of the 2s. 6d.), followed

<sup>1</sup> A few sheets were afterwards found of these two varieties.

<sup>2</sup> This value was always printed at Somerset House, on chalky paper.



1913. by clear prints in similar shades. Afterwards the colours became lighter. They were superseded in December, 1915, by similar stamps printed by De La Rue & Co., with the exception of the £1, which was dropped. In the case of marginal stamps a useful rule for distinguishing the printers is that the lower and side margins of the Waterlow stamps are perforated through, the upper margin being imperf., whereas their successors by De La Rue were put through the perforating machine the other way, and the upper margin is perforated. But the rule may of course have occasional exceptions. The holes in the Waterlow stamps are rather larger, and the paper takes the tone of the stamps more or less, which it does not do in the case of the others. They were issued as follows :

30th June.	2s. 6d. dark brown.
1st July.	5s. carmine.
1st Aug.	10s. deep blue.
„	£1 green.

*Overprints.*

July.	LEVANT on $\frac{1}{2}$ d. die III.
„	„ „ 1d. „
Apr.	30 PARAS on $1\frac{1}{2}$ d.
June.	1 PIASTRE on $2\frac{1}{2}$ d.
Sept.	$1\frac{1}{4}$ „ „ 3d.
July.	$1\frac{3}{4}$ „ „ 4d.

*Stationery.*

Envelopes with 1d. stamps of King George were placed on sale at the post offices in June, the  $\frac{1}{2}$ d. following in September. The dies were numbered, and distinguished from the Somerset House series by having a full stop. The  $\frac{1}{2}$ d. run to 20, and the 1d. to 41, down to the end of 1925. Stamping of private stationery was undertaken this year at Dublin and Edinburgh, the dies being distinguished by initials.

Sept.	$\frac{1}{2}$ d. envelope, P.O. commercial (E).
? date.	„ „ „ foolscap (O).
June.	1d. „ „ court (A). Paper white, and cream.
„	„ „ „ commercial (E).
Sept.	$\frac{1}{2}$ d. embossed. S.H. Dies 1 to 134.
? date	1d. „ „ „ 1 to 35.
1st Aug.	$\frac{1}{2}$ d. „ Dublin „ D1, D2.
„	1d. „ „ „ D1, D2.

Oct.	$\frac{1}{2}$ d. embossed.	Edinburgh.	Dies E1 to E8.	1913.
„	1d.	„	„ E1 to E5.	

The die numbers are not quite all known.

In February letter-cards were issued with three lines of instructions on the back in lieu of two. Later in the year the paper was toned, instead of white.

Private postcards stamped at Somerset House began to have King George stamps. They were distinguished from the P.O. issues by having a full stop after 'CARD' (which had been introduced the previous year on King Edward cards); also by a full stop after the words denoting the value in the stamp, which sometimes does not show. A few of the early  $\frac{1}{2}$ d. cards had the characteristic of Die I of the P.O. cards, but these are scarce.

Private wrappers were also stamped at Somerset House with  $\frac{1}{2}$ d. and 1d. dies containing a full stop after the value, but otherwise similar to the P.O. wrapper stamps, the early ones being  $\frac{3}{4}$  head, afterwards profile.

In October the 1d. postcard of King George appeared with overprint LEVANT, single only.

1914.

1914.

Mar.	$\frac{1}{2}$ d. die III.	C14, D14.
Aug.	„ „	E14.
Mar.	1d. „	C14.
June.	„ „	D14.
Aug.	„ „	E14.
June.	$1\frac{1}{2}$ d.	D14.
Jan.	2d.	C14; cut 1; cut 2.
May.	„	D14; cut 1; cut 2; no cut.
„	$2\frac{1}{2}$ d.	C14. The shades are variable during this year.
Oct.	„	D14.
July.	„	E14.
Jan.	3d.	C13. In bluish violet.
May.	„	D14. „ „
Oct.	„	E14. „ „
Nov.	4d.	D14.
Feb.	5d.	C14.
Aug.	„	D14.
Apr.	6d.	D.14.
Sept.	„	E.14.

1914.	Jan.	7d.	C13.
	Aug.	„	D14.
	June.	8d.	„ 14 large and small.
	Oct.	9d.	E14.
	Apr.	10d.	D14.
	„	1s.	„

Towards the end of this year the contractor's name appeared on the rolls.

#### Postage Due.

On April 20th four values of 'Postage Due' stamps saw the light, namely  $\frac{1}{2}$ d., 1d., 2d., and 5d. The  $\frac{1}{2}$ d. was in emerald green, the 2d. in agate; the other two like the postage stamps. They were designed by Mr. G. W. Eve. Some of the first supplies were printed at Somerset House, the rest by Harrison & Sons. Controls D.14 and D14. The  $\frac{1}{2}$ d. S.H. were in a glossy ink. On the 2d. Harrison, D14 occurs with large and small 14. Later the 1d. came out with E14. There was no further issue of the 5d.

#### Overprints.

##### (1) For Levant :

Feb. 4 PIASTRES on 10d.

May. 5 „ „ 1s.

##### (2) BECHUANALAND PROTECTORATE.

July.  $\frac{1}{2}$ d., 1d., 2d.,  $2\frac{1}{2}$ d., 3d., 4d., 6d., 1s., 5s.<sup>1</sup>

##### (3) MOROCCO AGENCIES.

June. 3 CENTIMOS on  $\frac{1}{2}$ d.

„ 5 „ „

Apr. 10 „ on 1d.

July. 1 PESETA on 10d.

June. 6 PESETAS on 5s.<sup>1</sup>

Aug. Value unchanged, on 2s. 6d.<sup>1</sup>

#### Stationery.

Mar.  $\frac{1}{2}$ d. envelope (P.O.) on buff manilla paper,  $8\frac{1}{2} \times 5\frac{3}{8}$  inches (I). The first issue had a nearly square flap; afterwards they had a rounded projection to tuck in. Size O was discontinued.

27th Oct.  $1\frac{1}{2}$ d. embossed (S.H.). The first of these were the same shape as their predecessors; dies 1 and 2.

<sup>1</sup> These three were of course Waterlow prints.



The shape was then changed to oval, the dies 1914.  
beginning at 1 again, and running to 46.

25th Mar.  $\frac{1}{2}$ d. embossed (Manchester) dies M1 to M4.

„ 1d. „ „ „ M1 to M4.

(A batch of 1d. stamps were impressed on envelopes from die M2 in green by mistake. They are said all to have been destroyed, except two specimens.)

In September reply postcards appeared with 'REPLY CARD' on the second half, instead of 'REPLY' only.

At the beginning of the war, Field Service postcards bearing 1d. stamps were issued free to the troops. There were three kinds: black inscription on buff and on grey cards, and red inscription on buff, the stamp being carmine. They were quickly superseded by cards without stamps.

1915.

1915.

Mar.  $\frac{1}{2}$ d. F15.

July. „ G15. Normal, and yellowish green.

Mar. 1d. F15.

Sept. „ G15.

Mar.  $1\frac{1}{2}$ d. F15; dot 1; dot 2.

Nov. „ G15; dot 1; dot 2.

Feb. 2d. F15; cut 1; cut 2.

Oct. „ G15; cut 1; cut 2.

Sept.  $2\frac{1}{2}$ d. „

Mar. 3d. F15; no cut; cut at side of 1.

Nov. „ G15; no cut.

Mar. 4d. F15; dot 1; dot 2.

Aug. „ G15; dot 1; dot 2 (small and large dots).

Mar. 5d. F15.

Nov. „ G15.

May. 6d. F.15.

July. „ G.15.

Apr. 7d. F15; dot 1; dot 2.

Sept. „ G15; dot 1; dot 2. Dark shade.

Apr. 8d. F15.

Aug. „ G15.

May. 9d. F15.

Nov. „ G15.

May. 10d. F15.

1915. Dec. 10d. G15.  
 Mar. 1s. E14 (very few printed).  
 Feb. „ F15.  
 Sept. „ G15.  
 Dec. 2s. 6d. De La Rue printing. The plates usually show considerable signs of wear, some impressions being very faint. During the three years this issue was in vogue the shades formed samples of almost every kind of brown.  
 Dec. 5s. De La Rue. Paper white, and toned. There are variations in shade, but not anything like to the extent of the 2s. 6d.  
 Dec. 10s. De La Rue. Paper white, shades.

*Postage Due.*

- Dec. 1d. G15.  
 June. 1s. blue, F.15 (S.H.). New value.

*Overprints.*

(1) BECHUANALAND PROTECTORATE.

- Apr. 1d.  
 Jan. 2s. 6d. (Waterlow printing).

(2) MOROCCO AGENCIES.

- Mar. 15 CENTIMOS on 1½d.  
 Feb. 20 „ „ 2d.  
 Apr. 25 „ „ 2½d.  
 Nov. 12 PESETAS on 10s. (Waterlow).

*Stationery* (colours as adhesives of corresponding value).

- Feb. 2d. S.H. Dies 1 to 8.  
 June 2½d. „ „ 1, 2.  
 „ 3d. „ „ 1, 2.  
 „ 4d. „ Die 1.  
 „ 6d. „ Dies 1 to 3.  
 30th Nov. 9d. „ Dies 2 to 5 (1 not used).  
 27th Oct. 10d. „ Die 1.  
 June. 1s. „ Dies 1 to 6.

On November 1st, 1915, the minimum charge for a telegram was raised to 9d., hence the embossed stamp of that value.

Special registered envelopes were issued for the Army with 2d. black stamps, dies 1, 2, 3. Size G.

The Morocco overprint appeared on sizes F and G of the current 1915. issue (XX, with numbered dies).

1916.

1916.

- Apr.  $\frac{1}{2}$ d. H16. A few were on unsurfaced paper.  
 Aug. „ I16. Variety, very small 1. The author's copy  
       has 3 dots and a cut, under the 3rd  
       stamp.  
 Apr. 1d. H16. A very pale shade occurred.  
 Aug. „ I16. Variety, short 1 as in the  $\frac{1}{2}$ d.  
 June.  $1\frac{1}{2}$ d. H16. Dot 1 ; dot 2.  
 Apr. 2d. „ Cut 1 ; cut 2.  
 Oct. „ I16. Cut 1 ; cut 2. A bright shade occurred.  
 Mar.  $2\frac{1}{2}$ d. H16. Shades ; one very dull.  
 Aug. „ I16. No dot ; dot 1 ; dot 2.  
 May. 3d. H16. No cut ; cut at side of 1.  
 Aug. „ I16. „ „  
 June. 4d. H16. Dot 1 ; dot 2.  
 Aug. „ I16. Dot 1 ; dot 2 ; no dot.  
 Feb. 5d. H16. No cut ; cut 1 ; cut 2.  
 Sept. „ I16. Cut 1 ; cut 2.  
 Feb. 6d. H.16.  
 Aug. „ I.16.  
 July. 7d. H16. Dot 1 ; dot 2.  
 Mar. 8d. „  
 Aug. „ I16.  
 May. 9d. H16.  
 Sept. „ I16.  
 Mar. 10d. H16.  
 Nov. „ I16.  
 Mar. 1s. H16.  
 Aug. „ I16.

Postage Due.

May. 2d. H16.

*Overprints.*

(1) BECHUANALAND PROTECTORATE.

July. 2s. 6d. De La Rue.

? date. 5s. „



1916. (2) NAURU.

Oct.  $\frac{1}{2}$ d., 1d.,  $2\frac{1}{2}$ d., 2s. 6d. (De La Rue) ; 5s. and 10s. (Waterlow). Only very few of the last two were overprinted.

*The 'Levant' issue.*

About March this year a set of stamps, consisting of the  $\frac{1}{2}$ d., 1d., 2d., 3d., 4d., 6d., 9d., and 1s. values appeared with overprint 'Levant' in lower case type (i. e. not capitals). Their full history is contained in a pamphlet by Mr. F. J. Melville, entitled 'War Stamps of Salonika and Long Island', published by Stanley Gibbons, Ltd.

It appears that at the beginning of 1916 it was intended to occupy certain territory in the Levant, and these stamps were overprinted at Salonika, for the use of the civilian inhabitants of the territory in question (letters from members of the military forces of course passing free, and therefore not requiring stamps). The proposed occupation was not proceeded with, and the stamps were ordered to be withdrawn, but in the meantime a number had been sold, most of which seem to have been promptly stuck on letters in order to get them postmarked. A notice was then issued in London stating that the issue 'was unauthorized, and that the Post Office has never recognized such stamps . . . as valid for the prepayment of postage'.

It is possible that a letter or two bearing these stamps, which (i. e. the letters) were not entitled to go free, may have got through safely without being surcharged for payment on delivery. They were innocent-looking enough, compared with the freaks which were officially recognized, coming from ex-German colonies. But there are two points to take into consideration on the question of their status: firstly, the presence of an obliteration goes for nothing, because the inference to be drawn from an Army or Field P.O. obliteration is that they had been put on a letter by a soldier, who need not have paid any postage at all; secondly, even if a letter which was liable to pay postage was allowed to pass, as this proceeding on the part of the P.O. officials who dealt with it turned out to be improper, these stamps no more form a part of the authorized issues than a forged stamp which passes through the Post Office undetected becomes a genuine one. Hence they are only curiosities, but, be it added, most interesting ones.

1917.

1917.

Jan.	$\frac{1}{2}$ d.	J17.	
Dec.	„	K17.	
Feb.	1d.	J17.	Control thick and thin.
Dec.	„	K17.	
May.	$1\frac{1}{2}$ d.	J17.	Dot 2.
Mar.	2d.	„	Cut 1 ; cut 2 ; no cut.
Dec.	„	K17.	Cut 1 ; cut 2 ; no cut.
Jan.	$2\frac{1}{2}$ d.	J17.	No dot ; dot 1 ; dot 2.
July.	„	J.17.	A very small printing was made at Somerset House. About this period the shades of this value varied considerably, and some of the plates showed signs of wear.
Mar.	3d.	J17.	No cut. Wear appears on the forehead.
„	4d.	„	Dot 1 ; dot 2 ; no dot.
May.	5d.	„	Cut 1 ; cut 2.
Dec.	„	K17.	„ „
Feb.	6d.	J.17.	
July.	„	K.17.	The shade deepened.
May.	7d.	J17.	Dot 1.
Feb.	8d.	„	„
May.	„	„	On 'granite' paper.
Mar.	9d.	„	Variety, with short J and 1.
Dec.	„	K17.	
Aug.	10d.	J17.	
Mar.	1s.	„	
Dec.	„	K17.	

## Postage Due.

Mar.	$\frac{1}{2}$ d.	I16.	
„	1d.	„	
Feb.	„	K17.	Variety, with short 1 in control.
„	2d.	I16.	
Jan.	„	K17.	Variety, as above.

*Overprints.*

## (1) MOROCCO AGENCIES.

The following set was issued with values in French currency :

3 CENTIMES on  $\frac{1}{2}$ d. In red ; the rest in black.

5	„	„	$\frac{1}{2}$ d.
10	„	„	1d.

1917.	15 CENTIMES	on	1½d.
	25	„	„ 2½d.
	40	„	„ 4d.
	1 FRANC	„	10d.

Value unchanged.

Sept. 1d.

June. 1s.

? date. 2s. 6d. De La Rue. A sheet was issued with double overprint. Copies known are postmarked Tangier Sept. 10th, 1917.

(2) NAURU (January).

2d., 3d., 4d., 5d., 6d., 9d., 1s., 5s., and 10s. (the last two De La Rue).

### *Stationery.*

Some time this year (? March) ½d. postcards appeared with profile stamps. At first they were like the preceding ones, viz. large, thin; and court, thick; both single and reply, but some months later thin ones of court size took the place of the large ones. A foreign postcard also came out with profile stamp (single only).

The profile dies also appeared on the letter cards; and wrappers (½d. and 1d.). The size of the latter was afterwards reduced from 12 by 5 to 11 by 4½ inches (both values).

The author has the small thin ½d. postcard overprinted BECHUANALAND PROTECTORATE vertically on the stamp.

MOROCCO AGENCIES with 5 CENTIMES was applied to the same card, and with 10 CENTIMES to the 1d. card with three-quarter head. It was also placed, with 5 CENTIMOS, on the small ½d. wrapper.

1918. 1918.

Apr.	½d.	K18.	Blue-green and yellow-green.
? date.	„	L18.	
Dec.	„	M18.	
Feb.	1d.	K18.	Thin and thick controls.
? date.	„	L18.	
Dec.	„	M18.	
? date.	„	M only,	18 omitted.
„	1½d.	K18.	Dot 1; dot 2.
„	„	L18.	Dot 1; dot 2; no dot.
„	„	18 only,	L omitted.
Dec.	„	M18.	Several varieties of dots.



On June 2nd the minimum charge for inland letters was raised 1918. to 1½d., and these stamps appeared in booklets. Rolls of that value were also issued as follow :

J	1,000	1½d.	top end first.
K	„	„	lower end first.
L	500	„	top end first.
M	„	„	lower end first.

At first the prices were incorrectly printed, the face value being given, which was altered by hand to 1d. more for the small ones, and 2d. for the large. Correctly printed ones were issued the following year.

About this time a sheet or so of the 1½d. was printed on thick paper without watermark. On several plates of this value one stamp had F instead of E at the end of 'PENCE', evidently on the master plate. This was afterwards corrected, but still betrayed itself, by now having the lower arm slightly too long.

? date.	2d.	L18.	Cut 1.
Jan.	2½d.	K17.	No plate-mark.
? date.	„	L18.	„
July.	3d.	„	„
Dec.	„	M18.	No cut ; notch 1 ; cut 2.
Jan.	4d.	K17.	Dot 1.
? date.	„	K18.	Dot 1 ; dot 2.
Dec.	„	M18.	No dot ; dot 2.
? date.	5d.	L18.	Cut 1 ; cut 2.
„	6d.	L.18.	No dot ; dot 2.
„	„	L 18.	(Without full stop), no dot.
Oct.	„	M.18.	No dot ; dot 2.
July.	7d.	L18.	Dot 1.
? date.	8d.	K18.	This value and the 7d. were discontinued this year.
Mar.	9d.	K18.	
? date.	„	L18.	
Apr.	10d.	K18.	
July.	1s.	L18.	
Dec.	2s. 6d., 5s., 10s.,		printed by Bradbury, Wilkinson & Co.

Most of these stamps have a minute dot over them. The 5s. also occurs on a slightly rep paper.

1918. Postage Due.

Feb. 3d. Violet, L18. (New value).

*Overprints.*

**MOROCCO AGENCIES.**

Sept.  $\frac{1}{2}$ d. Value unchanged.  
? date. 1d. „ „

*Stationery.*

? date.  $1\frac{1}{2}$ d. envelopes (P.O.), court and commercial. Stamp in chocolate. Dies from 1 to 173. A few not seen.

? date.  $1\frac{1}{2}$ d. embossed (Edinburgh). Dies E1 to E5.

„ „ „ (Manchester). Die M1.

The change in the postal rate to  $1\frac{1}{2}$ d. necessitated a new issue of registered envelopes (XXI), with  $3\frac{1}{2}$ d. stamps, in blue. Size H<sub>2</sub> no longer appeared. Dies 1 to 16,<sup>1</sup> usually ultramarine, sometimes dull blue.

The author has F with 'BECHUANALAND PROTECTORATE DUTY 4d.'

*Postcards.*

July. 1d. thin buff, in pale scarlet.

Aug. „ „ „ in rose, on rough unsurfaced card.

? date. „ „ „ in rose, on surfaced card again.

„ „ thick white, in rose.

July. 1d. + 1d. reply, on thin buff only. For a short time at first 'The annexed Card', &c., was in the middle, under the arms, but it was afterwards removed to the normal position on the left. The inland postcards were 1d. from 1st June, 1918, to 12th June, 1921, and again from 29th May, 1922.

? date.  $1\frac{1}{2}$ d. letter card.

Somerset House postcards also, of course, became 1d., but cards of the nature of a circular were allowed to pass at 'Printed Paper' rate, and could be stamped with  $\frac{1}{2}$ d. stamps alone, without the word 'Postcard' or the arms. These at first bore the three-quarter head (die II), afterwards profile.

1919. 1919.

Jan.  $\frac{1}{2}$ d. M19.

June. „ N19.

<sup>1</sup> Dies 17 to 24 were also registered, but are not known.

1919.

Nov.	$\frac{1}{2}$ d.	O19.	
Jan.	1d.	M19.	
June.	,,	N19.	
Dec.	,,	O19.	
June.	$1\frac{1}{2}$ d.	N19.	Many plate-marks, also shades.
Nov.	,,	O19.	Many plate-marks. Variety, thin bar over control.
Apr.	2d.	M19.	No cut ; cut 1.
? date.	,,	N19.	,, ,,
Nov.	,,	O19.	,, ,, cut 2.
Jan.	$2\frac{1}{2}$ d.	M18.	No dot.
Mar.	,,	M19.	,,
June.	,,	N19.	,, dot 1 ; dot 2.
Dec.	,,	O19.	,, ,,
June.	3d.	N19.	No dot ; notch 1 ; dot 2.
Sept.	4d.	,,	Dot 1 ; dot 2.
Dec.	5d.	,,	Cut 1.
Mar.	6d.	N.19.	No dot ; dot 2.
Nov.	,,	O.19.	No dot ; dot 2.
June.	9d.	N19.	No dot ; dot 1 ; dot 2.
Dec.	,,	O19.	No dot ; dot 2.
Mar.	10d.	M19.	No dot ; dot 1 ; dot 2.
Dec.	,,	O19.	Dot 1.
Apr.	1s.	M19.	No cut ; cut 1 ; cut 2.
Aug.	,,	N19.	Cut 1 ; cut 2.
Dec.	,,	O19.	No cut ; cut 1 ; cut 2.

## Postage Due.

June. 1d. N19.

*Overprint.*

## MOROCCO AGENCIES.

Mar. 3 PESETAS on 2s. 6d. De La Rue. Medium brown,  
and very dark.

1920.

1920.

Jan.	$\frac{1}{2}$ d.	O20.
May.	,,	P20.
Oct.	,,	Q20.
June.	1d.	O20.
May.	,,	P20.



1920.	Oct.	1d.	Q20.
	Jan.	1½d.	O20.
	Dec.	„	Q20.

About the middle of this year rolls were issued with 480 stamps sideways ; N, 1½d. ; O, 1d. ; and P, ½d. The prices, which were formerly 2d. over face value for 1,000, and 1d. for 500, were increased to 4d. and 2d., respectively. Old stock was altered by a hand stamp.

Mar.	2d.	O20.	No cut ; cut 2.
May.	„	P20.	Various plate-marks.
Oct.	„	Q20.	Do., also shades.

On June 1st the inland letter rate was raised to 2d., and booklets and rolls came out, the latter being as follow (only one variety of 1,000 and 480) :

Q	1,000	2d.	lower end first.
R	500	„	top end first.
S	„	„	lower end first.
T	480	„	left side first.

Jan.	2½d.	O20.	No dot ; dot 2.
Aug.	„	P20.	Dot 1.
Mar.	3d.	O20.	Notch 1 ; cut 2.
June.	„	P20.	Notch 1 ; cut 2. Variety of latter with a pair of thin cuts in addition.
Apr.	4d.	O20.	Dot 1 ; dot 2.
Mar.	5d.	O19.	Cut 1.
? date.	6d.	P.20.	No dot ; dot 2.
Aug.	„	Q.20.	„ „
? date.	„	„	„ Perf. 14.
Feb.	9d.	O20.	No dot ; dot 1 ; dot 2.
Oct.	„	P20.	No dot ; dot. 2.
Dec.	„	Q20.	„ „
Mar.	1s.	O20.	No cut ; cut 1 ; cut 2.
June.	„	P20.	„ „
Dec.	„	Q20.	„

#### Postage Due.

July.	½d.	N19.
? date.	1d.	P20.
Mar.	2d.	O19.
July.	3d.	O20.

Dec.	4d.	Q20. New value.	1920.
May.	1s.	O.19.	

*Overprints.*

(1) BRITISH BECHUANALAND.

July. 5s., Bradbury.

(2) MOROCCO AGENCIES.

March. 12 PESETAS on 10s., De La Rue.

(3) NAURU.

? date. 2s. 6d., Bradbury.

*Stationery.*

? date. 2d. envelopes (P.O.). Court and commercial. Dies 1 to 21. This rate was in force 1st June, 1920, to 28th May, 1922.

„ 2d. embossed (Edinburgh). Dies E1 to E3.

Aug. „ „ (Manchester). Die M1.

Provisional Registered Envelopes.

Previous issues received additional embossed stamps to bring them up to 4d., as follow (Issue XXII) :

(a) 3d. brown + 1d. carmine. F and G.

(b) 3½d. blue + ½d. green. „ „

(c) 2d. black + 2d. yellow. G (on the army issue).

These were followed by an issue in all four sizes with 4d. stamps in greenish grey. Dies 1 to 8 except 6. (Issue XXIII).

Of these last, F and G were overprinted BECHUANALAND PROTECTORATE DUTY 5½d.

On June 1st the minimum charge for telegrams was increased from 9d. to 1s., and on September 1st that for newspaper postage was made 1d. This year Railway Letter stamps suddenly attracted attention. On January 15th the fee to the railway companies was increased to 3d., and on September 1st to 4d., while in the following month a general permission was given for the use of ordinary railway parcel stamps, which caused these stamps to lose the (much disputed) philatelic status they possessed before this date, since the Post Office no longer insisted on the use of special ones.

This year saw the inauguration of an aeroplane mail service between London and Paris, Brussels and Amsterdam.

1921.

1921.

Jan.	½d.	Q21. Narrow and wide control.
May.	„	R21.

1921.	Nov.	$\frac{1}{2}$ d.	S21.
	Jan.	1d.	Q21. Shades.
	May.	„	R21.
	Nov.	„	S21.
	Apr.	$1\frac{1}{2}$ d.	Q21.
	Jan.	2d.	„ Narrow and wide control.
	May.		R21.
	Dec.	„	S21.

About September a new die of the 2d. appeared, at first in booklets, with the head higher up by the space of one line of the background.

	Sept.	2d.	Die II booklets.
	Dec.	„	Die II, S21.
	Apr.	$2\frac{1}{2}$ d.	Q21. Dot 1 ; dot 2.
	July.	„	R21. No dot : „
	Jan.	3d.	Q21. „ „
	July.	„	R21. „ cut 1 ; cut 2.
	Apr.	4d.	Q21. Dot 1 ; dot 2.
	May.	„	R21. „ „
	„	5d.	Q21. Cut 1 : cut 2 ; no cut.
	June.	„	R21. „
	Nov.	„	S21. Cut 2 ; no cut.
	Mar.	6d.	R.21. Perf. 15 × 14. No dot.
	May.	„	„ Perf. 14. No dot.
	? date.	„	S.21. Perf. 15 × 14. No dot.
	July.	9d.	R21. No dot ; dot 2.
	Nov.	„	S21. No dot ; dot 1 ; dot 2.
	? date.	10d.	Q21. Dot 1 ; dot 2.
	Dec.	„	S21. „ „
	July.	1s.	R21. Cut 1 ; cut left of 19th row.
	Nov.	„	S21. No cut ; „

*Postage Due.*

	? date.	$\frac{1}{2}$ d.	R21.
	Feb.	1d.	Q20.
	July.	„	Q21.
	June.	„	R21.
	Jan.	2d.	P20.
	Dec.	„	R21.

About this year the end papers of the  $\frac{1}{2}$ d. and 1d. rolls were made coloured—green and red respectively—with black inscrip-



tions. A new kind of roll also appeared, called 'Kermode' rolls, 1921. after the inventor of the machines in which they were used, which were installed in post offices only. Examples in the author's collection are (all delivery endways) :

1,000  $\frac{1}{2}$ d. ; end papers green, inscr. black.  
 1,000 1d. ; „ „ red, „ „  
 1,000 2d. ; „ „ white, „ yellow.

### *Overprints.*

#### (1) For Levant.

1st Aug.	30 PARAS	on $\frac{1}{2}$ d.
„	$1\frac{1}{2}$	PIASTRES on 1d.
„	$3\frac{3}{4}$	„ „ $2\frac{1}{2}$ d.
„	$4\frac{1}{2}$	„ „ 3d.
„	$7\frac{1}{2}$	„ „ 5d.
„	15	„ „ 10d.
„	$18\frac{3}{4}$	„ „ 1s.
„	45	„ „ 2s. 6d. (Bradbury).
„	90	„ „ 5s. „
„	180	„ „ 10s. „
? date.	LEVANT	on 2d. (die I), 3d., 4d., 5d., 6d., 1s., and 2s. 6d. (Bradbury).

#### (2) BECHUANALAND PROTECTORATE :

Jan.  $1\frac{1}{2}$ d.

#### (3) MOROCCO AGENCIES ; value unchanged.

? date.  $1\frac{1}{2}$ d., 3d., 4d., 6d.

### *Stationery.*

On June 13th further increases took place in rates. The  $\frac{1}{2}$ d. rate for 'printed papers' was abolished, and 'commercial' sized envelopes with tuck-in flaps bearing 1d. stamps were shortly afterwards introduced, and issued until May 29th, 1922, when the  $\frac{1}{2}$ d. rate for circulars was re-established.

The registration fee was raised to 3d. At first provisional envelopes were issued (Issue XXIV) :

(a) 4d. grey + 1d. red ; size G.

(b) 2d. black + 3d. violet ; size G.

They were followed by an issue of all four sizes with 5d. stamps in orange—dies 1 to 4 (Issue XXV).

The author has G overprinted for Bechuanaland, and all four sizes with 'REGN FEE  $7\frac{1}{2}$  PIASTRES', for Levant.

1921. At the same time the inland postcards were made  $1\frac{1}{2}$ d., and thick and thin cards were introduced ; reply, thin only. In August a reply paid foreign card with  $1\frac{1}{2}$ d. stamps was issued. This card never appeared in single form, the ordinary inland ones being available.

The  $1\frac{1}{2}$ d. thin postcard was issued with overprint  $4\frac{1}{2}$  PIASTRES for the Levant (single only).

At Somerset House plain cards were stamped with 1d. stamps, of which there were two dies, differing in the thickness of the figure 1. Some  $\frac{1}{2}$ d. ones were returned for the sake of having an additional  $\frac{1}{2}$ d. stamp impressed alongside the first one. Special  $1\frac{1}{2}$ d. and 2d. dies were introduced for stamping wrappers, &c., with the usual full stop after the value.

1922. 1922. On May 29th the inland postage was reduced to  $1\frac{1}{2}$ d. for 2 ounces.

Jan.	$\frac{1}{2}$ d.	S22.	
June.	,,	T22.	
Nov.	,,	U22.	
Jan.	1d.	S22.	
? date.	,,	T22.	
Nov.	,,	U22.	
June.	$1\frac{1}{2}$ d.	T22.	
Nov.	,,	U22.	
Jan.	2d.	S22.	Die I.
,,	,,	,,	Die II.
? date.	,,	rolls.	,,
May.	,,	T22.	Die I.
? date.	,,	,,	Die II.
Nov.	,,	U22.	,,
Jan.	$2\frac{1}{2}$ d.	S21.	Cut 1 ; cut 2.
Mar.	,,	S22.	Dot 1 ; ,,
July.	,,	T22.	Dot 1 ; cut 1 ; cut 2.
Jan.	3d.	S21.	No dot.
,,	,,	S22.	,,
July.	,,	T22.	,,
Nov.	,,	U22.	,,
Jan.	4d.	S21.	Dot 1 ; dot 2.
Feb.	,,	S22.	,, ,,
July.	,,	T22.	,, ,,
Dec.	,,	U22.	,, ,,

1922.

Feb.	5d.	S22.	No cut ; cut 2.
July.	„	T22.	„
Mar.	6d.	T.22.	
July.	„	U.22	
Apr.	9d.	S22.	No dot ; dot 2.

In September the colour was changed to pale olive green, control as follows :

Sept.	9d.	T22.	No dot ; dot 1 ; dot 2.
Apr.	10d.	S22.	Dot. 1 ; dot 2.
Sept.	„	T22.	„
Feb.	1s.	S22.	No cut ; cut left of 19th row.
May.	„	T22.	„ „
Dec.	„	U22.	„ „

*Postage Due.*

July.	$\frac{1}{2}$ d.	S22.
Jan.	1d.	S21.
Mar.	„	S22.
July.	„	T22.
Dec.	3d.	T22.
Jan.	1s.	S.21.

Stamps overprinted for Irish Free State.<sup>1</sup> In black, unless otherwise stated. The high values are Bradbury printings. The P.O. for Southern Ireland was made a separate establishment from April 1st.

17th Feb.	Dollard.
	$\frac{1}{2}$ d., 1d., $2\frac{1}{2}$ d., 3d., 4d., 5d., 9d., 10d., 2s. 6d., 5s., 10s.
„	Thom, 1st type.
	$1\frac{1}{2}$ d., 2d., die I ; 2d., die II ; 6d., 1s.
1st Apr.	Dollard, in red.
	$2\frac{1}{2}$ d., 4d., 9d.
June.	Harrison, for rolls.
	$\frac{1}{2}$ d., 1d., 2d., die I ; 2d., die II.
? date.	Thom, 2nd type.
	$\frac{1}{2}$ d., 1d., $1\frac{1}{2}$ d., 2d., die II ; 3d., 5d., 6d., 10d., 1s.
„	Thom, in red.
	$2\frac{1}{2}$ d., 4d., 9d., agate ; 9d., olive green.

<sup>1</sup> A description of these overprinted issues will be found in ' Handbook, Provisional issue Irish Free State Stamps ', by F. F. Freeman and T. T. Stubbs, published by the Mint Stamp Company, 74 Grafton Street, Dublin.



1922.	Sept.	Thom.
		2s. 6d., 5s., 10s.
	Nov. or Dec.	Thom., wide.
		$\frac{1}{2}$ d., 1d., $1\frac{1}{2}$ d., 2d., die II; 1s.
	„	‘SAORSTAT’ (Thom.).
		$\frac{1}{2}$ d., 1d., $1\frac{1}{2}$ d., 2d., die II; 3d., 5d., 6d., 10d., 1s., 2s. 6d., 5s., 10s.
	„	The same in red.
		$2\frac{1}{2}$ d., 4d., 9d., olive green.

### *Stationery.*

In the latter part of the year the 9d. embossed stamp was changed to olive green like the adhesives (die 5).

The 1s. embossed stamp was impressed in light green on telegraph forms for Southern Ireland.

Registered envelopes similar to the English issue XXV were issued for Southern Ireland with 5d. stamps in light green (all sizes, die 5). Owing to the reduced English postage (29th May) the charge for a registered letter became  $4\frac{1}{2}$ d., and a fresh issue of envelopes had to be made, with stamps of this value in purple (dies 1 to 21, issue XXVI).

Stationery which had been stamped for private persons at the high rates was taken back and allowed for, unless it bore inscriptions, such as names, &c. In this case the extra part of the value was refunded, and the envelopes, &c., returned to the owners with a triangular postmark placed close to, generally just clear of, the stamp. At some places a very small mark was used, at others the large triangle used for obliterating stamps on circulars. These postmarks really functioned as overprints, altering the face value. Examples are known of 1d. and 2d. envelopes, 1d. wrappers, and  $1\frac{1}{2}$ d. postcards.

This year saw the introduction of meter machines for stamping the letters of large business firms.

1923. 1923.

Jan.	$\frac{1}{2}$ d.	U23.
? date.	„	V23.
„	1d.	U23.
„	„	V23.
Jan.	$1\frac{1}{2}$ d.	U23.
? date.	„	V23.

1923.

Dec.	1½d.	W23.	
Jan.	2d.	U23.	
? date.	„	V23.	
Feb.	2½d.	U23.	Cut 1 ; cut 2.
? date.	„	V23.	„ „
Feb.	3d.	U23.	No cut ; cut 2 ; dot left of 19th row ; same, 20th.
July.	„	V23.	Cut 2 ; dot left of 19th row ; same, 20th.
Feb.	4d.	U23.	Dot 1 ; dot 2.
? date.	„	V23.	„ „
Feb.	5d.	U23.	No cut.
July.	„	V23.	„

This year a sheet of the 5d. was discovered without watermark.

Feb.	6d.	V.23	
July.	„	W.23.	
Feb.	9d.	U23.	No dot ; dot 1 ; dot 2.
? date.	„	V23.	No dot ; dot 2.
Feb.	10d.	U23.	Dot 1.
Jan.	1s.	„	No cut ; cut left of 19th row.

*Postage Due.*

Feb.	½d.	U22.	
Mar.	1d.	U23.	
12 Jan.	1½d.	U22.	(New value.)
Mar.	„	U23.	
Apr.	2d.	„	
? date.	3d.	V23.	
July.	1s.	V.23.	

*Overprints.*

## (1) For Irish Free State.

Mar. SAORSTAT ; Harrison.

½d., 1d., 1½d., 2d.

The overprinted stamps, as far as 1s., were superseded this year by a permanent issue.

## (2) BECHUANALAND PROTECTORATE.

July. 2s. 6d. (Bradbury).

## (3) MOROCCO AGENCIES.

? date. 40 CENTIMOS on 4d.

„ 50 CENTIMES on 5d.

1923. (4) NAURU : overprint as before.  
       ? date.  $1\frac{1}{2}$ d., 2d., die II.  
           Overprint wider than before ;  $13\frac{1}{2}$  mm. instead  
           of  $12\frac{1}{2}$ .  
       ? date.  $\frac{1}{2}$ d., 1d., 2d., die II.  
       June.  $1\frac{1}{2}$ d. This variety appeared before that with the  
           old overprint. All these stamps were superseded  
           by a permanent issue in 1924.

*Stationery.*

There was a new issue (XXVII) of registered envelopes, with the letter denoting the size added in the label space. The colour of the stamps on the registered envelopes for Southern Ireland—which still remained 5d.—on envelopes otherwise similar to this issue, was olive green instead of light green. Sizes F and G only (die 5).

On September 27th the British post offices in the Levant were closed, rendering this series of stamps obsolete.

1924. 1924 (a).

Jan.	$\frac{1}{2}$ d.	W23.	
Mar.	,,	W24.	
Jan.	1d.	W23.	
Mar.	,,	W24.	
? date.	$1\frac{1}{2}$ d.	,,	
Jan.	2d.	W23.	
June.	,,	W24.	
? date.	3d.	W23.	Dot left of 19th row ; same, 20th.
Apr.	6d.	A.24.	
Aug.	,,	B.24.	
? date.	1s.	V23.	No cut ; cut left of 19th row.

*Postage Due.*

Jan.	$\frac{1}{2}$ d.	W23.
? date.	$1\frac{1}{2}$ d.	V23.
Feb.	3d.	W23.

1924 (b). *New Contract.*

At the beginning of this year the contract for printing the adhesives passed from Harrison & Sons to Waterlow & Sons. The letters in the watermark were changed to sans serif capitals. The



two panes were brought close together, and a kind of broad arrow 1924. was inserted on each side of the margin to indicate the centre of the sheet.

The stamps appeared as follow :

Mar.  $\frac{1}{2}$ d. booklets.

May. „ sheets. A24.

July. „ „ B24.

„ „ rolls. The ‘sideway’ ones had the watermark sideways. That of the ‘lengthway’ ones was upright. Rolls of 960 were substituted for 1,000.

Mar. 1d. booklets.

Apr. „ sheets ; A24.

Aug. „ „ B24. Some were printed on thin paper (three-thousandths thick), with the watermarks slightly closer together. The latter feature is hardly of sufficient importance to stand by itself as making a variety, in the author’s opinion.

Sept. 1d. rolls ; ‘sideway’, watermark sideways : Kermode, upright, remaining at 1,000.

Mar.  $1\frac{1}{2}$ d. booklets. Some time during the year there was a limited issue on paper apparently meant for rolls, with the watermark sideways, but that of the general issue was upright.

Apr.  $1\frac{1}{2}$ d. sheets ; A24.

June. „ rolls : ‘sideway’, watermark sideways.

July. „ sheets ; B24. Some on thin paper, as 1d. A few were discovered *tête bêche*, which came from spoilt sheets that escaped from those made for the booklets.

July. 2d. sheets ; A24.

Aug. „ „ B24.

? date. „ rolls ; watermark upright, both kinds.

Oct.  $2\frac{1}{2}$ d. B24. No platemarks. A sheet was issued without watermark.

„ 3d. „ „ Cut left of lowest row.

„ 4d. „ „

„ 5d. A24. „

„ 6d. B.24. Printed at S.H., but new watermark. Line-blocks retained between the panes.

1924.	Nov.	9d.	A24.	Dot at left of 20th row ; same, 19th.
	? date.	10d.	„	Dot 1 ; dot 2.
	Oct.	1s.	„	No cut ; cut left of 19th row.
	Dec.	„	B24.	„ „

*Postage Due.*

All Waterlow prints, with new watermark.

Dec. 1½d. B24.

July. 2d. A24.

Oct. 3d. B24. Cut side of 1st.

„ 4d. A24.

„ 1s. A24.

? date. „ B24.

Oct. 2s. 6d. orange on yellow. B24. It may be wondered why so high a value is necessary, since parcels cannot be unpaid or underpaid. It appears that sometimes when there are a number of letters for one address not fully paid, they are tied in a bundle, with the total amount in stamps on the top letter.

*Overprints.*

BECHUANALAND PROTECTORATE.

Dec. ? 2d. die II, old watermark.

MOROCCO AGENCIES.

? date. 75 CENTIMES on 9d. (old watermark).

3 FRANCS on 2s. 6d.

*Stationery.*

In July, or earlier, a full stop appeared on the letter cards, after the word CARD.

*Empire Exhibition.*

On April 23rd, 1924, the exhibition at Wembley was opened, and a special issue was made as follows :

Adhesives. 1d. vermilion.

„ 1½d. brown.

Envelope. 1½d. „

Postcard. 1d. rose.

„ 1½d. brown.

Letter card. 1½d. „

The less said about this proceeding, the better.

1925.

1925.

Jan.	$\frac{1}{2}$ d.	C25.	
Aug.	,,	D25.	
Mar.	1d.	C25.	
Dec.	,,	D25.	
Jan.	$1\frac{1}{2}$ d.	C25.	
July.	,,	D25.	
Mar.	2d.	C25.	
Oct.	,,	D25.	
June.	$2\frac{1}{2}$ d.	C25.	No plate-marks.
? date.	,,	D25.	Dot side of 1st; dot left of 19th row.
Aug.	3d.	C25.	Cut side of 1st; ?
? date.	,,	D25.	,, ; dot left of 19th row.
July.	4d.	C25.	No plate-marks; ?
? date.	5d.	C25.	? ; dot left of 19th row.
Mar.	6d.	C.25.	No plate-marks.
Oct.	,,	D.25.	,,
Dec.	9d.	C25.	,, ; cut left of 19th row.
Oct.	1s.	D25.	,, ,,

*Postage Due.*

July.	$\frac{1}{2}$ d.	B24.	New watermark.
Mar.	1d.	B24.	Old watermark, chalky paper.
? date.	,,	C25.	,, ,,
May ?	,,	B24.	New watermark, ordinary paper.
June.	2d.	C25.	New watermark.
Oct.	3d.	D25.	,, ,,
? date.	4d.	B24.	,, ,,
Oct.	1s.	C25.	,, ,,

*Irish Free State.*

In December the three high value stamps, which had not been replaced by native stamps, appeared with a new overprint in which '1922' was narrower, namely, 5 mm. long, instead of 6.

*Overprints* on Waterlow stamps. New watermark.

## BECHUANALAND PROTECTORATE.

Aug. 1d.  
 July. 2d.  
 Dec. 6d.



## 1925. MOROCCO AGENCIES (name only).

Feb.  $\frac{1}{2}$ d.

July. 2d.

Oct.  $2\frac{1}{2}$ d.

Also Oct. 2s. 6d. Bradbury print. With value altered.

Dec. 10 CENTIMES on 1d.

,, 15 ,, ,,  $1\frac{1}{2}$ d.

,, 50 ,, ,, 5d.

Nov. 1 FRANC on 10d.

*Stationery.*

October. Registered envelope; issue XXVII, size G; with  
BECHUANALAND PROTECTORATE overprinted on the  
stamp.

*Empire Exhibition.*

On May 9th, 1925, the British Empire Exhibition at Wembley  
was reopened, and a special issue of stamps, &c., was made, similar  
to that of the previous year, but bearing the date 1925.



A meter mark from the Garden City

PART II  
FORMING A COLLECTION





## CHAPTER I

### AN ESSAY ON PHILATELY

NOW that the history has been brought down to the present time, I am going to set forth the principal conclusions to which I have come, and the methods finally adopted, after about forty years' study of philately, now writing in the first person, in order to render this part less formal. The remarks relating to adhesive stamps are of a general character, and may be taken to apply, not merely to those of Great Britain, but more or less to any country or group.

The first desideratum of a collection is that it should be more than a mere accumulation, and should as far as possible form a philatelic history of the country in question. If the purse permits, and opportunity offers, it should commence with essays, proofs, documents, &c. Essays shown at the beginning should, however, be confined to those which form actual steps in the evolution of the stamps eventually adopted. Rejected essays, which led nowhere, should be kept by themselves. In the same way, proofs shown at the beginning should only be those of the first issue; proofs of subsequent ones being put before those to which they relate.

A frontispiece, not necessarily philatelic, may be quite an attraction, if well chosen, such as, for Great Britain, an engraving of the Wyon Guildhall medal (see Plate XIII); for New South Wales, an early view of Sydney, and so on. But it is difficult to obtain really apt ones, and of course they must on no account be 'cheap'.

Each stamp should then be shown separately, in unused copies, followed by a series of used ones with dated postmarks running through the period of use. As a matter of fact, the latter are of greater value from the historical point of view, and will form a guide to the order in which the former should be arranged.

There are two practices, formerly more common than at present, which have done an immense amount of harm, and cannot be too strongly condemned. One consists of tearing off the margins of

unused stamps which were at the edge of the sheet, the other, of soaking or steaming used stamps off the paper.

Unused stamps are much to be preferred if they are copies from the edge or corner of the sheet with margin attached, whether it bears any printing or not. If it does do so, it is sometimes of great interest, giving information as to the plate, date, or even printer, which could not be acquired from the stamps themselves. Even if blank, it allows the nature of the paper to be examined where it is not printed upon; moreover, in the case of the older issues, such stamps are almost invariably in better condition than the average, on account of the natural tendency to handle them by the margin.

Used stamps, except perhaps in the case of rarities not so obtainable, should only be taken on a piece of the original cover, cut out so as to show the whole postmark. Removing them by means of damping is bound to cause a certain amount of damage, however carefully it is done, and usually throws away the evidence of the date of use. The small amount of moisture applied when the stamp is attached is absorbed partly by the gum, and partly by the envelope paper, and does no harm. But the gum is then shut up tight between the stamp and the paper, and the stewing process which is necessary to separate them always deteriorates the colour to some extent, especially in the more modern issues. The danger cannot be averted by floating them on the surface or putting them on wet blotting paper, as they still absorb moisture, which not only acts upon the colour, but stretches the paper on which the stamp is printed, spoiling the surface, and making it more or less spongy, thus taking off the sharpness. The action of moisture on the surface will be realized if a drop of water be allowed to remain for a moment on a postcard, and then dried, and the effect observed. The stretching effect is well known to any one who has gone in for cleaning prints. After a large engraving has been soaked in water it may be the best part of an inch longer. As for the colour, it is quite impossible to say whether a detached stamp is in its original colour or not—it may have been soaked for any length of time.

Apart from the negative advantages attained by refraining from immersion, there are positive gains due to retaining the paper. It tends to preserve the stamps for posterity, by giving them a substantial backbone, and preventing pairs and blocks of



perforated stamps from becoming detached from one another. But the question of philatelic interest alone ought to be sufficient to convert any one who will ponder over the subject a moment. When a stamp has been used to pay postage, the postmark forms a portion of the transaction, recording the time and place. And a most interesting study is rendered possible thereby, namely that of the periods during which given shades and varieties were in use—a subject on which most collections, however valuable and complete they may be, tell us nothing whatever. The amount of useful information on the subject of dates of issue and periods of use that has been thrown away by the practice of ‘soaking off’ is enormous. In the beginning, no doubt, it was done to suit printed albums, just as the early embossed stamps were so often cut to shape, to fit the spaces in Lallier albums.

It must be confessed that there is sometimes a difficulty in seeing the watermark, though it can generally be made out by holding the stamp up to a powerful light, and is of course settled in many cases by the date. It is also less easy to measure the perforations with an ordinary gauge, but this can be done by means of a metal one with notches in the edge, which is really the best kind—moreover, this question hardly arises in the case of British stamps, as the perforations are distinguishable by the eye alone.

The next important question that arises relates to the number of stamps that are required, which of course depends on the extent to which variation is to be recognized. Perhaps I should have said, ought so to depend, because many collections contain numbers of stamps which are really nothing but duplicates of one another, especially if the owner is well off, in which case the temptation to accumulate rarities is often apparently irresistible.

Unused copies which are redundant, not exhibiting any material variation, should not appear. To obtain a row, or a page, of one stamp, merely for the sake of having the row or page, is futile. On the other hand, used stamps showing the dates may be accumulated within reason, if dated at intervals, since it is good to have a series running through the period of use.

With regard to unsevered blocks of unused stamps, except in the cases where different types exist on the plate, or marginal markings are shown, I think a pair, strip of three, or block of four is ample. It is not fair to use the power of a long purse to



lock up large blocks of rare stamps, or numbers of single copies which are practically identical, in one collection, as this is a piece of ostentation which sends up the price, and causes other people, of more moderate means, to go without. Stamp collecting is in many respects akin to print collecting, and the keenest collector of different 'states' of an engraving would not think of keeping duplicate prints which exhibit no variation. Probably many of my readers will consider that the suggestion that large blocks of old stamps should be broken up savours of vandalism, but I should not hesitate to do so, if they are all alike (and of course are not required for purposes of 'plating'). It is much fairer to one's brother collectors to do so, not to mention the fact that disposing of 'cats that don't catch mice' gives one more money to spend on things that really are wanted.

We come to the question as to what constitutes a variety deserving recognition. No end of stamps would be found to have some minute point of individuality of their own if they were examined with a microscope, just as every blade of grass is different, and it is necessary to draw a line. It is by no means the highest and most estimable level of philately which is attained by pushing this line to its utmost possible limits. The value of a minute speck, or whatever the particular feature may be, depends firstly on whether it is definitely intentional, semi-accidental (that is to say occurring on the plate and therefore constant), or completely accidental (being due to a piece of grit or a crease); but above all, whether it tells us anything. This is the real test of its value. If it enables us to say that the stamp is from a particular plate, or such and such a printer, then it is worthy of notice, however small. But it is opposed to common sense to waste brains, eyesight, and money on mere trivialities. There are better ways of spending one's time.

Generally speaking, it may be said that too many varieties are recognized. It is to the interest of a dealer who publishes a catalogue, and has stamps to sell, to multiply them as much as possible—provided he does not go far enough to discourage collectors—because it has the effect of lifting certain stamps out of the common ruck and making them saleable at a higher price. Also there have been handbooks and articles written by enthusiastic collectors who have ridden their hobby to death, which have the effect of frightening people off the group in question, and, in the long run, are bad for philately.

Different kinds of variation are of very different degrees of importance, and, as we go down the scale, they should be examined with a lower power, so to speak. Consider first the relative importance of the *differentiae* of an unused stamp. For the purpose of arrangement in a collection they are as follow :

1. Value.
2. General design (possibly covering a group of plates).
3. Plate from which the specimen was printed.
4. Colour (if a definite change occurred).
5. Paper on which it is printed. (Watermark comes in of course here, a different design of watermark constituting a difference of paper. So would a change from blue to white ; the presence or absence of silk threads ; the substitution of laid for wove, &c. Merely casual variations which are not a definite change fall under head 7).
6. Perforation.
7. Shade of colour and accidental varieties ; abnormally thin or thick paper, &c.

Although I think this order will meet with general agreement, it is not by any means always adhered to. The importance I attach to the plate is based on the resemblance to print collecting. We should show stamps from a given plate in all its states and variations, before going on to another plate—that is to say, of course, in cases where it can be done. Take Plates 4 and 5 of the 2d. of Great Britain. The arrangement in practically all catalogues and collections is as follows :

1. Wmk. small crown	imperf.	Plates 3 and 4	<sup>1</sup>
2. do.	perf. 16	Plate 4	<sup>2</sup>
3. do.	do.	„	5
4. do.	perf. 14	„	4
5. do.	do.	„	5
6. Wmk. large crown	perf. 16	„	5
7. do.	perf. 14	„	5

The lines of demarcation in the above arrangement are the perforations. This is quite unscientific, as the perforation is an addition to the stamp merely for the purpose of facilitating its detachment, and does not rank as high in importance as a differ-

<sup>1</sup> It is in general impossible to distinguish Plates 3 and 4 without a reconstructed sheet, but the type of lettering of Plate 5 is easily recognized, being from alphabet III.

<sup>2</sup> Collections not of the first rank usually do not distinguish between Nos. 2 and 3 or between 4 and 5.



ence of plate, or even of paper. This is how they should be worked out :

1.	Plate 4 <sup>1</sup>	wmk. small crown	imperf.
2.	do.	do.	perf. 16
3.	do.	do.	perf. 14
4.	Plate 5	do.	perf. 16
5.	do.	do.	perf. 14
6.	do.	wmk. large crown	perf. 16
7.	do.	do.	perf. 14

To return to general considerations, here is a classification of the different kinds of varieties, arranged according to my idea of their importance.

1. Varieties which are due to the stamps having been printed from different plates. (These may consist merely of marginal marks.)
2. Varieties which show that the plate is in a particular state ; in cases of retouches or alterations.
3. Varieties of type on a given plate owing to separate engraving or similar causes, such as re-entries and the like.
4. Varieties of *any* kind which are due to the stamps having been produced by different printers, using the same plates. (These may be of several of the following classes, but if they are due to the above cause, their importance is much enhanced.)
5. Varieties of colour, if a definite change occurred.
6. Varieties of paper. The most important feature of the paper is the watermark. Here I think that minutiae should be dispensed with, all small variations of size, shape, and position being ignored, nor do I care which way the watermark is up. The fact of a watermark being inverted does not make the paper different. The latter may also vary in colour and thickness. In cases where a definite and intentional change has taken place, such details are worth notice, but accidental differences of this kind should only be taken into account when very marked, and even then, only rank with the next group.
7. Varieties of colour of a casual nature. Slight differences of shade should not be overdone, in view of the difficulty of being certain in many cases whether a pale stamp is not one which has faded.<sup>2</sup>
8. Varieties of perforation. As this is such a simple matter in the case of Great Britain, I will not discuss the subject here, but a good deal might be said in connexion with some countries.
9. Varieties of gum. These are trivial, but may be taken if very marked.

<sup>1</sup> Or 3 and 4 if they cannot be separated. A first-class collection should contain reconstructed sheets to enable this to be done. Stamps with cross paté obliteration are always from Plate 3, the converse not holding good.

<sup>2</sup> Stamps fade more easily than is generally recognized. I speak from bitter experience.



10. Errors. These may fall under several of the above heads, and are consequently of different degrees of importance. There are also errors of the 'printers' waste' type, such as double impressions<sup>1</sup> and stamps printed on the gummed side, which may be added to a collection as curiosities, but are not necessary for completeness. Nor is it worth while to pay high prices for them.
11. Varieties of overprint, where one exists. We now come to something which is not part of the stamp, the latter being already complete without it,<sup>2</sup> but which is added afterwards to indicate a special sphere of use, and should be looked at with different eyes altogether, or one may say again, with a much lower power. Overprints are usually set up from type, and therefore naturally exhibit any amount of small variations, consequently only very marked deviations should be shown, such as considerable differences of size, and errors actually amounting to a misspelling. I am speaking here of the varieties on a sheet.<sup>3</sup> If they are caused by a fresh setting up of the overprint, that is a rather more important matter. To my mind, as far as importance is concerned, an overprint is only like a superior kind of postmark, and misplaced dots or slight differences in the shape of the letters or figures are quite unworthy of notice. The same remarks apply to double or inverted overprints as to errors of the 'printers' waste' type mentioned under head 10. As a matter of fact, in a collection of unused stamps alone, overprinted stamps are not required at all, not even official ones; an unused collection is complete without them, just as the stamp itself is; the addition of an overprint does not make it a different stamp any more than does the addition of a postmark. But if the collection includes used stamps also, it should show all the various conditions under which the stamps were employed, and requires *every* variety of overprint, even if for use in another country or colony; arranged not in sets, but each variety following the specimens of the particular stamp in question. It is perhaps hardly necessary to follow up additional overprints which have sometimes been added locally, but they are interesting.
12. Differences of postmark. These certainly do *not* constitute varieties of stamps. At the same time, any showing use abroad are admissible, and indeed desirable, in the same way and for the same reason, as the overprints just mentioned. But *varieties* of particular classes of postmark should be kept apart in a postmark section. And in that place the variety of stamp is absolutely immaterial.

<sup>1</sup> A most interesting article on the subject of 'Stamps doubly printed', by Mr. E. D. Bacon, appeared in the *London Philatelist* for May, 1925.

<sup>2</sup> There are one or two exceptions to this rule among colonial stamps.

<sup>3</sup> No one suggests that the check letters on the early British stamps constitute varieties. Why should slight variations in an overprint do so?

Since the primary object of a collection is, or should be, to show everything that has been issued within its particular scope, I consider that 'Specimen' copies,<sup>1</sup> reprints, or even photographs are much better than nothing. It may also be pointed out that enlarged photographs are sometimes of great interest in showing details clearly.

With regard to the important question of albums, I am unable to see any advantage from the collectors' point of view in the small ones that are in fashion. They suit the makers, because the smaller the album, the more covers are required. The pages are usually too few in number—100 per book are quite satisfactory—and are also too small, giving insufficient room for large blocks or strips which it is sometimes desirable to include for special reasons.

My own opinion is that the oblong shape is the best. It allows ample room for the 'writing up' at the side, out of the way, and is more in harmony with the general run of blocks of stamps, because, with the exception of blocks of four, the majority of strips or blocks are longer horizontally than they are vertically.

I had a set of six albums made in 1910 on the 'Facile' principle, supplied by Messrs. Stanley Gibbons & Co., each containing 100 pages, which are oblong, giving an available surface of  $12\frac{1}{4}$  in. by  $10\frac{3}{8}$  in. After fifteen years' hard wear they are as good as new, and the trouble that I feared in anticipation, namely that they might droop at the right hand, has never occurred. I have had to have some more made since, but was unable to obtain the same thickness, and had to be content with a smaller number of pages. This size is ideal for Great Britain, as it takes half a reconstructed sheet, and complete horizontal strips of twelve stamps with margin, a form in which some of the more recent stamps are of interest. I also take strips from the ends of the rolls with a stamp or two attached. There is a small improvement I should like to suggest in connexion with loose-leaf albums. It is to make the left-hand strip (which contains the holes or slots) of card, instead of, as is usual, the same paper as the rest of the page. The increased expense would be very small, and the advantage is twofold, firstly, greater strength where the wear comes, and, secondly, the automatic provision of a 'guard', with which cheap albums are usually

<sup>1</sup> The mere presence of the word 'Specimen' does not of itself constitute a variety. It is a form of obliteration, not a species of overprint.

supplied, but not the expensive ones. It will also lessen the temptation to crowd too many pages into a book, which causes the stamps to become rubbed.

For envelopes, postcards, &c., and for my 'type' collection of postmarks, I use cards measuring 12 in. by 10 in., kept in oblong imitation books made to my own design by Messrs. Stone & Co., of Banbury, which are convenient, and fairly inexpensive; though loose-leaf books would be more handy for looking through. This size card in general takes four 'entires'.



## CHAPTER II

### A DESCRIPTION OF THE AUTHOR'S COLLECTION

I VENTURE to hope that the following description will be of interest as showing the scope of a collection of the kind, and of utility in indicating a suitable system of arrangement for the matters outside stamps. The method of grouping adopted is by no means obvious, and has only been settled after long experience. While it is possible other collectors might introduce modifications, perhaps improvements, the description will certainly be of considerable assistance to any one who comes to the conclusion, after reading it, that stamps are not the only things worth collecting, and begins to extend his activities outside them.

Adhesive stamps are really only a branch, the most important one, it is true, of Post Office collecting. One needs all the sections with which I am about to deal to illustrate adequately the History of the Post Office.

I have appended the number of specimens, in order to give an idea of what is required for the various sections, most of which, I am glad to say, are fairly complete. In the case of the stamps, the number of pieces is given first, then, in ordinary brackets, the number of stamps which they contain, and, in italics within square brackets, the number of 'wants', excluding 'abnormals' and varieties not regularly issued. The wants are not by any means all rarities; to a considerable extent they are simply due to the difficulty of obtaining unused stamps perfectly centred, and used ones on pieces.

#### *Adhesive Stamps*

The frontispiece consists of an engraving by Freebairn of the Guildhall medal in Bate's anaglyptograph process,<sup>1</sup> together with enlarged photographs of die proofs of the 1d. stamp for comparison.

Some proofs follow, the first being from the die just before its

<sup>1</sup> See Plate XIII. This formed the frontispiece to a description, together with the accounts of the cost, of the entertainment of Her Majesty, published shortly afterwards, probably for private circulation only. (Another illustration of the medal appeared in *Numismata Londiniensa*: medals struck by the Corporation of London, 1831-93, published 1894.)



PLATE XIII





completion by the addition of the crosses paté in the upper corners.<sup>1</sup> It is marked in ink 4, and corresponds to the one described by Mr. Bacon (vol. i, p. 30) in the Royal Collection which is marked in pencil 'C.H. 4th'. Then come the black stamps, succeeded by the V.R. and some 'rainbows'. The former is the corner pair showing the 'A' which was reproduced in 'British Isles' (illustration 131 therein). It has previously been in the Image, Philbrick, Willett, and Crawford collections, and bears on the back faint signatures in pencil of its various owners. This brings us to the red stamps, which start with the Post Office notice announcing them and the 2d. of 1841. The used are arranged in order of date, a year to a page, down to 1854. After this, certain years have several pages each, at times when variations occurred. At the end of the imperforate stamps there is a page of exceptional shades of used stamps which have unfortunately had the postmarks showing the dates cut off, all of course, on 'pieces'. (With the exception of those in the reconstructed sheets, there are not more than half a dozen soaked stamps in the whole collection of stamps and postmarks.)

After one or two Archers, we come to the perforated stamps, the introduction of Die II being marked by die proofs, and enlarged photographs of the two dies.<sup>2</sup> Down to 1864 the numbers of 1d. stamps are, unused, 37 (53) [7]; used, 597 (690) [1].

The 1d. plate-numbers come next, and are arranged one plate on a page, unused followed by a series of used copies showing the period of use, and the wear that went on. Those overprinted for Cyprus are included under the particular plates. The numbers are, unused (including a complete set of pairs), 211 (405) [—]; used, 778 (864) [2].

I next take the 2d., the plates of which are all separated. Down to Plate 15 the numbers are, unused, 22 (33) [4]; used, 135 (201) [—]. Then follow reconstructed sheets of the first six plates, Nos. 1 and 2 being incomplete. The number of stamps (all used) is 1,044 (1,214) [126]. There is a block of 24 from Plate 4.

The numbers of the  $\frac{1}{2}$ d. and  $1\frac{1}{2}$ d. are, unused, 23 (97) [1]; used, 89 (123) [2]. Among these are nine blocks with margins, six of them showing the plate-number, and three, the current number only. There is also an OP-PC in the unissued colour.

Section 2. Embossed stamps. Unused, 6 (6) [1]; used, 12 (17) [3].

<sup>1</sup> See Plate VIII, a.

<sup>2</sup> See Plate VIII, b and c.

Section 3. Surface-printed stamps by De La Rue down to the disappearance of the plate-numbers. This section is arranged in order of value, beginning therefore with the 2½d. There is nothing very remarkable about them, except four Post Office notices in their appropriate positions. Unused, 144 (184) [15]; used, 275 (360) [25].

Stamps used abroad are put at the end of each page. Varieties of the foreign postmarks, of course, come in the postmark part of the collection. From this point to the end of the postage stamps, 96 per cent. of the unused have margins attached.

The numbers of the rest of the Victorian stamps are, unused, 179 (364) [5]; used, 284 (307) [6].

After the used copies of each stamp come all the overprints, not only official and Levant, but Bechuanaland, East Africa, Zululand, &c., the idea being to show all the various conditions under which each stamp was employed. In the case of the more modern stamps, where there are a number of these overprints, they make a very interesting page. I prefer, if possible, to obtain them used (of course on pieces), but take unused if, and so long as, the others are unattainable. (Overprints wanted are in the figures for used.) After the stamps overprinted for use abroad, the series is usually completed by copies used abroad without overprint; in colonies, or on mail boats, or by the army.

There still remain to be mentioned a set of ten reconstructed sheets which were made many years ago with much labour, and are of comparatively little interest. They are the following varieties: ½d. pl. 4; 1d. 200; 1½d. 3; 2d. 9; 3d. 6; 4d. 12; 6d. 9; 1s. 4 (spray); 2½d. 14, and 2½d. 23. They contain 2,592 stamps, and are complete. The totals for Queen Victoria adhesive postage stamps are, unused, 622 (1,144) [33]; used, 5,806 (6,366) [164].

The King Edward series call for no particular remark, except that the marginal varieties are only two short, practically all the wants being officials, which I prefer used. Numbers:

Unused, 322 (913) [2]; used, 333 (585) [11].

The numbers of the King George stamps to the end of 1925 are:

Unused, 882 (3,207) [2]; used, 398 (943) [9].

The stamps overprinted for Southern Ireland<sup>1</sup> are of course included, taking the main varieties only. Among these and the other overprints there are 127 used blocks of four on pieces, which

<sup>1</sup> I do not collect the new Irish Free State stamps.



I think is the ideal way to obtain this kind of stamp. I do not take controls of overprinted stamps. The controls of the ordinary stamps are in strips of three, except in special cases. Here I must strongly condemn the to me foolish habit of collecting them with and without the perforation through. What difference it can make whether the sheet is put through the machine one way or another I cannot see (it makes no difference to the actual stamps, it is only a 'variety' of the margin), especially as the perforation is merely an adjunct to the stamp, which consists primarily of the impression of the plate on a piece of paper. The dots and cuts in the marginal lines, which are so unaccountably neglected, have a far stronger claim for recognition, because they are practically as good as a plate-number. Stamps with varieties of these are from different plates, and therefore, to my mind, different stamps. It is a thousand pities that dealers are in the habit of 'listing' these so-called varieties of perforation and ignoring the cuts. They can do so much in the way of enticing collectors into the right paths, or astray, as the case may be.

An unusual feature of this collection consists of the ends of rolls, with a stamp or two attached. I show a fairly representative lot, in about 60 specimens, but a complete collection of all the possible variations would have been quite unattainable, as it was so difficult to know when changes occurred, to say nothing of the large outlay and trouble involved.

The postage stamps close with the Wembley ones, and a few specimens showing marks of appropriation to private use; O.U.S., Copestake, &c. Numbers :

Unused, 6 (18); used, 15 (24).

The next section is fiscals used for postage. I do not consider the embossed fiscals worth doing anything with unused—of course if a copy came along genuinely used for postage, one would welcome it, but their use thus was so very exceptional, that, although legally available, they can hardly be said to form part of the postal issues of the country. With regard to the adhesives, it is quite another matter, because some of them were actually sold at post offices, and numbers of them which were in private hands were naturally used indiscriminately for postal or fiscal purposes, as soon as it was made legal to do so. Numbers :

Unused, 28 (44) [8]; used, 11 (11) [13].



The telegraph section is only in an early stage of formation and quite fragmentary. It is hopeless to try and obtain used telegraph stamps which have not been soaked off, so the best thing to do is to collect them unused, and take any odd ones that happen to come along on pieces as a little extra windfall.<sup>1</sup>

The numbers are :

Private companies ; unused, 52 (68) [*about 100*] ; used, 5 (7).

Government issues ; unused, 48 (97) [*53*] ; used, 7 (15).

I include here a page for the fifteen dies of circular embossed stamps used on telegraph forms from 1876 to 1881.

Railway Letter stamps. Numbers :

Unused, 720 (1,160) [*4*] ; used, 51.

Out of the 720 pieces, 496 are pairs. The four wants consist of three railways, and a particular title of a line, which are missing. The different printings are legion. The used ones are taken for lack of unused copies.

It may be of interest to total up the figures. One is always being asked by well-meaning people how many stamps one has. I confess to being rather surprised there are not more.

	<i>Unused.</i>	<i>Used.</i>
Adhesive postage	1,826 (5,264) [ <i>37</i> ]	6,537 (7,894) [ <i>184</i> ]
Other adhesives	854 (1,387) [ <i>165</i> ]	89 (108) [ <i>13</i> ]
Total	2,680 (6,651) [ <i>202</i> ]	6,626 (8,002) [ <i>197</i> ]
Unused and used together : 9,306 (14,653) [ <i>399</i> ].		

I must admit that a very few of the stamps entered as unused are only 'SPECIMEN' copies, but it was not worth while separating them.

#### *'Entires'*

The remainder of the collection, with the exception of the series of cut out postmarks, and the prints, is mounted on oblong cards measuring 12 in. by 10 in., contained in the imitation books already mentioned. Stamped envelopes are of course the first group. They are of great interest. There are three reasons for their unpopularity ; the absence of a book on the subject, a want which the author might be willing to meet, if a publisher could be found ; and the enormous number of varieties that are supposed to exist, due partly to the unlimited variations of paper and combinations of

<sup>1</sup> I consider Nos. M31, M32, and M64 to M81 in Gibbons' *Catalogue*, African stamps, and out of place under Great Britain.

'compound' values which were produced years ago by dealers for no postal purpose, and partly to the misdirected energies of a few enthusiastic collectors, who have written articles on the subject describing every minute variation they could discover with a high-powered glass. The undue multiplication of varieties can be kept in check by using common sense, and only taking account of the more prominent differences, outside those of the stamp itself, which is on a higher plane of importance. In the case of registered envelopes, for instance, the same remarks apply to the matter printed on them as I have already made in connexion with overprints. The third objection is their bulk. The methods I have adopted deal with this difficulty quite satisfactorily.

The collection is arranged on the following principles :

- I. The stationery issued by the Post Office is kept entire, showing all sizes and varieties of stamp, short of die numbers. (Used are unnecessary, except when one cannot obtain the others.)
- II. The stamps impressed for private persons, other than those on postcards, may be cut square, though I like at least one of each issue whole. (No notice is taken of variations of paper in this section. In the values of which there were only a few dies a little may be done in the way of shades and states of wear, but not in the case of the  $\frac{1}{2}$ d. and 1d. A few compounds genuinely meant for postage, such as those on Messrs. Smith & Son's wrappers, may be shown.)
- III. The die numbers of the lowest values, both Post Office and Somerset House, must be cut square. (Merely single copies, unused as far as possible.)
- IV. Specimens overprinted for use abroad should be included (entire), as in the case of adhesive stamps. (I do not, however, insert them after the normal varieties, but keep them all together at the end of each general section.)

The Victorian envelopes commence with some Whiting and Wyon essays, illustrating the evolution of the final design of envelope stamp from the specimens first submitted by the former, followed by enlarged photographs of a proof from the adopted die, and of working dies of the second and third series.<sup>1</sup> Then come a couple of 'Parliamentary envelopes' (the total number of

<sup>1</sup> See Plate IX.



varieties of these is seven); then the 'Mulreadies', preceded by an india-paper proof. I ignore the stereo numbers; they are more or less analogous to the 'check letters' of the adhesives. Numbers to this point, 8 entire, 9 cut [5].

The rest are as follow :

#### VICTORIAN

1d. Post Office envelopes and letter sheets entire : 55, of which 11 are used [2]. The die numbers follow, cut square :

Unused, 103 ; used, 59 [17].

Other P.O. envelopes : unused, 19 ; used, 2 [—].

The Somerset House issues with the Queen's head come to :

Unused, 44 entire, 129 cut [36] ; used, 3 entire, 24 cut.

Some of these are of great beauty, especially the series of sixpenny dies.

#### EDWARDIAN

This series is preceded by a rather remarkable frontispiece, consisting of a page out of an old album (probably Lallier), with a set of stamps from  $\frac{1}{2}$ d. to 1s. embossed on it in the correct colours. It must have been done as a favour for some one.

Post Office issues ( $\frac{1}{2}$ d. and 1d. only), entire, 16 unused [—].

Official, entire, 5 unused [—].

Somerset House, entire, 16 unused [1].

Do., cut, 132 unused and 21 used [13].

#### GEORGIAN

Post Office :

Unused, 16 entire [—], 216 cut [33]<sup>1</sup> ; used, 3 cut.

Somerset House, &c. :

Unused, 20 entire ; 195 cut [65]<sup>1</sup> ; used, 17 cut.

Totals for the three reigns :

Unused, 188 entire [3] : 784 cut [164]<sup>1</sup> ; used, 16 entire [5], 124 cut.

#### *Registered<sup>2</sup> envelopes.*

Some collectors keep these in boxes, in which case the sizes have to be put together. I hinge mine to the cards with adhesive

<sup>1</sup> These figures are on the assumption that all the numbers exist, which is improbable.

<sup>2</sup> A more correct term is 'Registration envelopes', but the other is the one commonly used.



tape, and arrange them in issues. Size F will go 2, 3, or 4 on a card ; G and H<sub>2</sub>, two ; and the others singly.

The shades and varieties of the Victorian and Edwardian ones can be selected so as to show, on one size or another, all the dies. supplemented by an odd one or two cut off, but in the case of those of the present reign, the dies far outstrip the varieties, and have to appear in a separate series, cut square. I do not of course attempt to get every die on every size, and often show several minor varieties on one envelope, instead of having specimens containing each one separately, which helps to keep the numbers down. They are as follow :

Victorian	183	entire	unused	[2] ;	1	cut	[4].
Edwardian	23	„	„	[—] ;	5	„	[1].
Georgian	70	„	„	[—] ;	97	„	[11].
Overprinted for use abroad	60	„	„	[about 11] <sup>1</sup> ;	4	used.	
<hr/>							
Total	336	„	„	[13 ?] ;	4	used ;	103 cut [16].

*Newspaper wrappers.*

P.O. Victorian	unused, 30	[1].	Used, 1.
Edwardian	„ 7	[—].	
Georgian	„ 11	[—].	

Official forms with wrapper stamps :

Unused, 13 entire, 6 cut ; used, 7 cut [—].

S.H.	„ 8	„ 1	„ „ 6	entire, 3	cut [—].
Overprinted	„ 12	„ [2 ?].			

*Postcards.*

P.O. Victorian	unused, 82	[7].	Used, 2.
Edwardian	„ 30	[2].	
Georgian	„ 58	[9].	
Letter cards	unused 18	[—].	
S.H. postcards	„ 28	[—].	Used, 2.
Various	„ 7	[—].	Used, 4.
Postcards overprinted	„ 34	[about 4].	

*Telegraph forms.*

Private : 30 various items.

P.O. : 50 stamped forms ; 74 unstamped.

<sup>1</sup> It is difficult to know exactly what was issued, and still harder to obtain the envelopes.

*Returned Letter covers.*

The wrappers and envelopes in which letters are returned to the senders are of considerable interest. The 'Dead Letter Office' was established in London 5th July, 1794; in Edinburgh, 1784.

My earliest specimen is one belonging to the Twopenny Post of 1815, with interesting regulations inside. The signature (printed) is E. Johnson, who was comptroller at that time. My General Post series begins in 1816, the signature being Francis Freeling, Secretary. Succeeding signatures are W. L. Maberly and Rowland Hill. The early ones were all white sheets. In 1852 blue envelopes were introduced, changed in 1862 to white. About 1880 the present type of pale buff envelope came in. From then till 1914 there were sets of different sizes and varieties supplied to about seventeen 'returned letter offices' established in large places, the names of which they bore. In 1914 a general type was adopted, without the name of the place. For returned registered letters, blue envelopes are used, and for letters which ought to have been registered, but were not, buff envelopes with blue lines. Altogether I have 207 specimens.

*Official envelopes, &c.*

There are 154 specimens of envelopes and communications of various kinds from the Post Office. These are of little interest.

The next book is labelled 'Various', and consists of miscellaneous items of more or less historical interest. Probably in course of time some of the groups will be promoted to sections of their own. The order is a convenient compromise between chronological and alphabetical. The number of items is given in brackets.

Essays for stamps and envelopes; from 1837 (35).

These are rejected ones. Essays which form steps in the evolution of something afterwards issued are placed before the items to which they relate.

Ady, Joseph (1). See Appendix I.

Advertisements; from 1840 (13). See Appendix II.

Caricatures, &c.; from 1840 (26).

Illustrated envelopes (propaganda); from 1844 (13).

Curious envelopes (5).

Circular Delivery Companies; from 1865 (35).

College stamps; from 1871 (13).

Court Bureau ; from 1889 (3).

Aeroplane post (inland), 1911 (3).

Irish rebellion, 1916 (2).

Irish stamps, 1922 (3).

Covers showing our stamps overprinted, and new stamps for Southern Ireland.

Stamps wrongly allowed (5).

Half a penny lilac, which passed unchallenged for a halfpenny ; a receipt stamp allowed through in 1880 ; a telegraph stamp in 1892 ; an envelope from New York franked by British stamps, and a Cape postcard which ran the gauntlet from Birmingham to London.

Curious addresses (3).

Money Order items ; from 1792 (25).

Savings Bank ; from 1861 (4).

### *Postmarks.*

There are two independent collections of these, namely types, mostly on entires, and a series of marks cut square, which aims at showing all the principal types which have been used at every place to which an obliterating number has at any time been allotted. The latter are arranged in accordance with the obliterating numbers.

The type collection is on cards, and occupies eleven volumes, arranged as follows :

#### I. London to 4th December, 1839 (214 entire, 23 cut).

The first is a letter of 1653, before the introduction of postmarks, endorsed by the various postmasters, through whose hands it passed. In addition to a very elaborate address, which, boiled down, is 'The Admiralty, Whitehall', it bears the injunction 'hast, hast post hast, ffor the special service of the state'.

The arrangement of Hendy's 'Early Postmarks of the British Isles' is followed fairly closely ; first general postmarks, then stamps of the 'Paid Letter Office', next franks (in the case of these no notice is taken of the signature ; the usual collection of franks is really one of autographs). Hendy then takes the 'Foreign Post Office' and Ship letters, which I deal with later, going straight to London receivers (a) general post, (b) penny, afterwards twopenny post.



## II. Country to 4th December, 1839 (312 entire, 78 cut).

These are grouped thus :

England and Wales ; names of offices and date stamps ; paid, missent, too late, &c. ; Penny Posts and Fifth Clause Posts.

Scotland.

Ireland.

## III. General series from 5th December, 1839 (213 entire, 191 cut).

These begin with the transition period from 5th December, 1839, to 9th January, 1840, during which a uniform 4d. rate was in force, to pave the way for penny postage. An official notice of the inauguration of the latter follows (see Plate VI), and the series runs down to the present day.

## IV. and V. Special groups of postmarks, other than registered and parcel, from about 1840 (225 entire, 206 cut). Here again I adopt an order partly chronological and partly alphabetical :

‘ Late ’ marks, from 1840.

Missent marks, from 1840.

More to pay marks, from 1840.

Newspaper marks, from 1840.

Official and Royal marks, from 1840.

Packet services (Home), from 1830.

Railway marks, from 1838.

(*Registered*, from 1841).<sup>1</sup>

Returned, from 1840.

Exhibition, &c., from 1851.

Private, from 1859.

Postcard (experimental), from 1870.

Receipts for unregistered letters, &c., from 1877.

Officially sealed labels, from 187 ?.

Express marks and labels, from 1891.

Christmas marks, from 1902.

Automatic machine, 1912.

Meter marks, from 1922.

Initial and unidentified marks, from 1840.

## VI. Registration (95 entire, 110 cut or detached).

<sup>1</sup> This group has recently been promoted to a section of its own. In a smaller collection it should come in here.

## VII. Parcel Post, and labels used for mail generally (424).

There are about 300 different types of inland parcel post labels, the earlier of which are now rare. They form an interesting study, but, so far as I know, have never been described. It is impossible to go into details here, but the table on page 138 will be found useful by any one who is to some extent familiar with them. In the provincial ones, until the introduction of the 'midget' type, there were usually four species of each type, namely, head office, say 'Guildford'; sub-office, say 'Wonersh under Guildford'; town sub-office, 'Guildford, High Street'; and unappropriated (without a name).

VIII. Letters to and from abroad (*a*) civilian, (*b*) naval and military to 1914 (181 entire, 84 cut).

These comprise early F.P.O. marks; various marks dealt with in Hendy's second volume, chapters vii to ix; ship letter marks; 'Paquebot'; wreck letters; Air mails; British post offices abroad; sailors' and soldiers' privileged letters, and covers from various campaigns, ranging from the China Expedition of 1843 down to the Boer War.

## IX, X, XI. The Great War (733 entire, 100 cut or detached).

Totals of type collection : entire	2,397
cut	792
	<hr/>
Total	3,189

A few rare types, which have not been previously described, are shown on Plate XIV.

No. 3 is on a letter from the Heralds' College, London, to Horsham. No doubt Crickitt was the name of the keeper of the receiving house in Great Knightrider Street.

No. 4 is a predecessor of No. 38a in Hendy's second volume (which consists of 'COUNTRY' in full). It is on a letter from Cork to London, and was probably impressed in Dublin, to denote that the letter was a 'through' one, and the full postage would have to be paid on arrival.

## TYPES OF PARCEL POST LABELS (Inland)

I. <i>English.</i>	II. <i>Scottish.</i>	III. <i>Irish.</i>	IV. <i>London.</i>
<p>1 'PARCELS.'</p> <p>2 'S' removed, leaving space.</p> <p>3 Space closed up.</p> <p>4 'Postage Paid' on right.</p> <p>5 Vertical line to left.</p> <p>6 'S.D.' to right.</p> <p>7 'X List.'</p> <p>  A Ribbon for motto complete.</p> <p>  B Ribbon for motto broken.</p> <p>8 'Fee paid on registration.'</p> <p>  AA Flat crown, ribbon complete.</p> <p>  AB Flat crown, ribbon broken.</p> <p>  BA Top to crown, ribbon complete.</p> <p>  BB Top to crown, ribbon broken.</p> <p>9 Arms with small crown.</p> <p>  A 'Postage.'</p> <p>  B 'Postge.'</p> <p>10 'Registration and Express Fees.'</p> <p>11 Ring for postmark.</p> <p>12 'Insurance.'</p> <p>13 Georgian arms, flat at bottom, with projections at top.</p> <p>14 Arms shorter, curved at bottom.</p> <p>15 'For Postage Stamps' in middle of space.</p> <p>16* 'Midget' type, no name of place, nor space for stamps.</p>	<p>1 'PARCELS.'</p> <p>  A Arms as English.</p> <p>  B Special arms.</p> <p>2 } As English.</p> <p>3 } As English, A and B as Type 1.</p> <p>4 } As English.</p> <p>6 } As English.</p> <p>7 } As English.</p> <p>8 } As English.</p> <p>9 'Registration and Express Fees.'</p> <p>  A Normal.</p> <p>  B Space for fees sideways (Glasgow only).</p> <p>10 Ring for postmark.</p> <p>  A Arms as before.</p> <p>  B Arms as 9 English.</p> <p>11 'Insurance.'</p> <p>  A 'Fees.'</p> <p>  B 'Fee.'</p> <p>12 As 15 English.</p> <p>13 As 16 English.</p> <p>  A 'P.P.-No. 6.'</p> <p>  B 'P.P.-6.'</p> <p>( 'PARCEL POST' is in thicker type than any of the English.)</p>	<p>1 'PARCELS.'</p> <p>  A Arms as English.</p> <p>  B Special, unicorn facing inwards.</p> <p>  C Special, unicorn facing outwards.</p> <p>2 As 5 English.</p> <p>  A, B, C, as Type 1.</p> <p>3 As 6 English.</p> <p>4 As 7 English.</p> <p>  A 'X List,' &amp;c., in two lines.</p> <p>  B 'X List,' &amp;c., in three lines.</p> <p>5 As 8 English.</p> <p>  A 'PARCEL POST'</p> <p>    3½ mm. high.</p> <p>  B 'PARCEL POST'</p> <p>    4½ mm. high.</p> <p>6 'Registration and Express Fees.'</p> <p>  A Arms curved at bottom.</p> <p>  B Printed in green (Castlederg).</p> <p>  C Arms flat at bottom.</p> <p>7 Ring for postmark.</p> <p>8 'Insurance.'</p> <p>9 Tall arms.</p> <p>10 As 16 English.</p> <p>  A 'P.P.-No. 6.'</p> <p>  B 'P.P.-6.' (This one has 'PARCEL POST' in a very distinctive type, and all four words of 'Insurance', &amp;c., on separate lines.)</p>	<p>Down to 13, types as English.</p> <p>W = white; B = blue; O = orange; S = special type ('X List Designation' in capitals).</p> <p>1 W. B.</p> <p>2 W.</p> <p>3 W. B.</p> <p>4 W. B.</p> <p>5 W. B.</p> <p>6 W. B. O.</p> <p>7 A W. B. O.</p> <p>7 B W. B. O.</p> <p>8 AA W. B. O.</p> <p>8 AB W. B.</p> <p>8 BA W. B. SW.</p> <p>8 BB W. B. SW. SB.</p> <p>9 A W. B. SW. SB.</p> <p>9 B W. B.</p> <p>10 A W. B.</p> <p>10 B (Name commencing 'LONDON') W. B.</p> <p>11 W. B.</p> <p>12 W. B.</p> <p>13 W. B.</p> <p>14 As 15 English. W. B.</p> <p>The 'midget' is the same as English.</p>

\* There are four types of 'PARCEL POST'; in the last, the arms also differ. The first is headed 'P.P.-No. 6', the rest, 'P.P.-6'.





1. 1780



2. 1794



3. 1791

C<sup>N</sup>TRY

4. 1732



5. 1794



6. 1821



7. 1802

GEN<sup>L</sup> P<sup>Y</sup> P OFFICE  
IP<sup>Y</sup> PAID

8. 1818



9. 1830



10. 1853



No. 5 is on a letter addressed to Philadelphia, U.S.A. I do not know if its use was confined to letters going abroad.

No. 6. This is on a letter from Bristol (January 17th) to Edinburgh. The writer added 'paid double' to the address, and a P.O. official wrote P 2/2 in red. As I have another letter (from Lasswade in 1823) addressed to the same parties, which bears No. 327 in Hendy's second volume, it can be inferred with certainty that they are both Edinburgh marks.

No. 8. This letter also has H. II. 26. Both marks belong to the Dublin Penny Post.

No. 10 is a successor to H. II. 415. Both were used at Portsmouth.

All the marks shown are in black, except 3 and 5 to 8 inclusive, which are red.

#### *Postmarks ; places.*

The second collection, of places which have had obliterating numbers, is mounted in 29 loose-leaf books, specially made for me by Mr. C. Stewart-Douglas. The available space on a page is  $8\frac{3}{4}$  in. by 8 in. (oblong).

I have devoted a great deal of time to the study of the lists of obliterations, which is a most interesting branch of postal history. Those published from time to time officially, unfortunately only gave the numbers in use at the time of printing, and many never appeared in the lists at all. I have been privileged to go through the records which refer to the subject, but there are still more details required. A collated list of all I have been able to discover is given in Appendix IV. The only hope for further knowledge lies in the possibility of specimens turning up from time to time, and I shall be grateful for the sight of envelopes which appear to throw light on the obscure places.

The items in this collection are all cut square, with the exception of a few kept on the entire envelopes for special reasons. There are two kinds of scraps sometimes seen in postmark collections which I despise, namely, marks cut to shape, and stamps soaked off, only exhibiting a portion of the obliteration.

Some of the Cyprus and West Indian marks are on native stamps.

I only try for one of each variety of the South American ones, the stamp being immaterial to a collection of postmarks.



The numbers are as follow :

	<i>Books.</i>	<i>Pieces.</i>
I. England, Wales, and certain places abroad . . . . .	15	9,327
II. London and suburban series (numbers in circles) . . . . .	1	874
III. London city and district marks . . . . .	3	2,134
IV. Scottish . . . . .	5	2,915
V. Irish . . . . .	5	1,795
Total . . . . .	29	17,045

*Illustrations to Post Office History.*

These consist mostly of prints (as far as possible contemporary) of persons, places, and things relevant to the subject, together with a few newspaper cuttings. They are arranged in two imitation books similar to the rest, but taking cards 11½ in. by 14 in. (upright). The number of items is 155. A few are too large for the cases, most of these being framed.

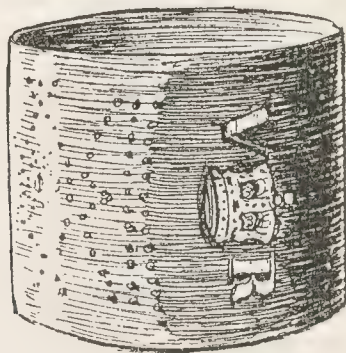
Two other cases contain Acts of Parliament and various pamphlets (42).

Of books and bound items (see Appendix III) there are about 80.

Of medals and tokens (see Appendix II), there are 21.

The total numbers of the collection are :

Adhesive stamps (pieces) . . . . .	9,306
Entires, &c. . . . .	2,078
Miscellaneous . . . . .	549
Postmarks . . . . .	20,234
Sundries . . . . .	298
	<hr/> 32,465



*Et Shepard.*

*The Author's  
Waste-paper Basket  
Formerly the feed-box  
of the Bicester  
mail-coach horses.*

## PART III

### APPENDIXES

- I. AN INDEX OF PERSONS CONNECTED WITH BRITISH POSTAL HISTORY.
- II. A SIMILAR INDEX OF PLACES AND THINGS.
- III. A BIBLIOGRAPHY, WITH SHORT CRITICAL NOTES.
  - (a) Books.
  - (b) Pamphlets.
  - (c) Parliamentary and Official Reports, &c.
  - (d) Articles, &c.
- IV. LISTS OF OBLITERATING NUMBERS.

General remarks.

No. 1. England and certain places abroad.

  2. London and suburban districts.
  3. Scotland.
  4. Ireland.
- V. ABBREVIATIONS USED IN THE APPENDIXES.

Details of some of the more important items in the author's collection of illustrations to Appendixes I and II are given in square brackets.





## APPENDIX I

### AN INDEX OF PERSONS CONNECTED WITH POSTAL HISTORY

#### A

ADY, JOSEPH (1770–1852). A notorious impostor ; was at one time a hatter in London, but failing in that business, he hit on the device of raising funds by means of circular letters, promising, on the receipt of a fee, to inform those whom he addressed of ‘ something to their advantage ’. This remarkable individual, who in numerous instances baffled the magistrates and post office authorities, was, some months previous to his death in 1852, removed from prison to his brother’s residence in consequence of a rapid decline in health, a memorial to that effect having been presented to the Home Secretary. He was actually the cause of special legislation in 1847, an Act being passed to compel the sender of unpaid letters which were refused by the addressee, to pay the postage. The author has one of his letters. It is addressed to ‘ Mr. Rigg, Camden Town ’, and bears several London postmarks. The inside is all in ‘ script ’ print, including the signature, and runs as follows :

*The undersigned is able to inform you of something, he believes, considerably to your advantage, on receipt of five shillings for his trouble.*

*Respectfully*

*Joseph Ady,*

*16 Houndsditch, London.*

*January, 1826.*

*No Letters received unless post paid.*

R.H. vol. ii, 82.—D.N.B.—*Gent. Mag.*, 1852, p. 437.—De Quincey’s ‘ Works ’, vi. 258, 327.—See also H. ii. 39.

ALLARDYCE, ARCHIBALD, of Dundee. Submitted a design for the Treasury Competition, 1839.

L.P. iv. 131.

ALLEN, RALPH (1694–1764). The son of John Allen, who kept a small inn at St. Blazey Highway, Cornwall. His grandmother was postmistress at St. Columb, and the boy attracted the attention of the P.O. inspector and received an appointment in the Bath office, later rising to deputy postmaster. His attention was drawn to the great inconveniences of the postal system, a letter from Bath to Worcester, for instance, being sent round by London. He devised a system of ‘ cross-posts ’ for England and Wales, and farmed them himself. From 16th April, 1720, the date on which the new scheme was announced in the *London Gazette*, to 1764, his profits were on an average £12,000 a year, amounting to a total of nearly half a million of money. He became a man of great importance in the city,

and was known as 'The Man of Bath'. A caricature of him was published, entitled 'The one-headed corporation'. He built a magnificent house called 'Prior Park', where he entertained many distinguished visitors, including Pope, Warburton, and Fielding. The latter drew his host's portrait as Squire Allworthy in 'Tom Jones', and dedicated 'Amelia' to him. He was buried in Claverton churchyard, near Bath. His son Ralph became Comptroller of the Bye Letter Office. [Fine mezzotint  $10\frac{3}{4} \times 13\frac{1}{4}$  by Faber, 1754; after Hudson. (See Plate III.) Also small head by Cromek, after Hoare.]

N.P.G.—D.N.B.—J. 146.—R.H. vol. ii. 9.—See also 'The Life and Times of Ralph Allen', by R. E. M. Peach, 1895.

ALTHORP, VISCOUNT, and 3rd EARL SPENCER (John Charles Spencer, 1782–1845). He became Chancellor of the Exchequer 1830, and introduced many reforms in the Post Office. In April, 1831, the general post delivery limit in London was extended to a radius of 3 miles, and a little later, that of the 3d. post to 12 miles. He put the packet service up to public competition, and abolished the newspaper privileges of the 'clerks of the roads', from 5 April, 1834. [Stipple by Scriven.]

J. 415 *et seq.*—D.N.B.

ANDERSON, JAMES. Deputy P.M.G. (Scotland), 1715–1717.

H.S. 138.

ANNE, QUEEN (1665–1714), reigned 1702–1714.

ANTHONY, —. Captain of the packet 'Cornwallis' in 1806. He fought three successful actions with privateers.

P.S. 178–182, 196.

ARCHER, HENRY (d. 2 March, 1863). Introduced the practice of perforating stamps. His patent (No. 12,340 of 1848) was purchased by the Government in 1853 for £4,000. Three years previously he had tried unsuccessfully to induce the authorities to adopt surface-printed stamps, submitting as specimens the 'Prince Consort' essays (q.v., App. II).

B. I. 5–10.—B. vol. i. 121–130, vol. ii, App. J.—P. & W. 282.

ARGYLL, eighth Duke (George John Douglas Campbell, 1823–1900). P.M.G. Nov. 1855–March, 1858, and May–August, 1860. [Engraving by Pound; after a photograph.] N.P.G.—R.H. vol. ii, many ref.

ARLINGTON, Earl of (Henry Bennet, 1618–1685). Member of the Cabal Ministry. Joint farmer of the P.O. with Lord Berkeley, Oct. 1667–1677. [Line eng. by Houbraken, 1739; after Lely.]

J. 34.—H.S. 134.—D.N.B.—N.P.G.—E.B.

ASHBURTON, 1st Baron of second creation (Alexander Baring, 1774–1848), financier and statesman. On 30 May, 1837, he presented a petition to the House of Lords in favour of Rowland Hill's scheme. He gave evidence before the C. of P. strongly in support of a reduction of rates, though he was inclined to favour twopence, instead of a penny.

R.H. vol. i. 279, 310, 317, 321.—D.N.B.

ASHURST, WILLIAM HENRY (1792–1855), solicitor. He was an enthusiastic



Radical. He supplied the funds and the labour of procuring the evidence in favour of Rowland Hill's scheme, and was solicitor to the 'Mercantile Committee' (q. v., App. II).

R.H. vol. i. 294.—D.N.B.

ASTON, SIR RICHARD (d. 1778), judge. He joined in an important judgement, adverse to the P.O., in 1774, on the subject of the 'delivery penny'.

J. 200.—D.N.B.

AUCKLAND, 1st Baron (William Eden, 1744–1814), statesman and diplomatist.

Joint P.M.G. 1 March, 1798—19 July, 1804. [Stipple by Picquart, 1810; after Edridge.]

J. 333.—D.N.B.—N.P.G.—E.B.

B

BACON, JOSHUA BUTTERS. Member of the firm of Perkins, Bacon & Co. He married the daughter of Jacob Perkins (q. v.), and joined the firm in December, 1821. He died in October, 1863.

B. vol. i, p. 10.

BAINES, FREDERICK E.—. Entered the service of the P.O. in 1855, becoming, at different times, Surveyor-General for Telegraph business, Assistant Secretary, and Inspector-General of Mails. Author of 'Forty Years at the Post Office' and 'On the Track of the Mail Coach', both published by Bentley, 1895.

R.H. vol. ii. 251.

BARBUTT, JOHN DAVID. Secretary to the P.O., Sept. 1738—July, 1742.

J. 185, 435.

BARING, ALEX. See *Ashburton*.

BARING, SIR FRANCIS THORNHILL (1796–1866), created Baron Northbrook 1866. M.P. for Portsmouth, 1826–1865. Chancellor of the Exchequer, Aug. 1839—Sept. 1841.

R.H. many ref.—D.N.B.—N.P.G.

BARLOW, —. A clerk in the Secretary's office in 1793, who had charge of the Dead Letter Office and introduced reforms.

J. 308.

BARRINGTON, WILLIAM WILDMAN, 2nd Viscount Barrington (1717–1793). Joint P.M.G. 24 Jan.—25 April, 1782. [Stipple by Knight; after Lawrence.]

J. 266, 431.—D.N.B.

BARTH, W.—. (d. about 1850). President of the Money Order Office.

R.H. vol. ii. 179.

BATES, JOSHUA (1788–1864). For many years head of the banking house of Baring Bros. He was born near Boston, U.S.A., and came to England in 1812. Chairman of the Mercantile Committee (q. v., App. II).

R.H. vol. i. 294.—D.N.B.

BELLAMONT, CHARLES COOTE, Earl of (d. 1800). Joint P.M.G. for Ireland, 18 July, 1789—14 July, 1797. [Mezzotint by Scott.]

H. S. 137.



BENNET, HENRY. See *Arlington*.

BENNET, SIR JOHN, brother to Lord Arlington. 'Manager', 1667-1672.  
J. 429.—H.S. 134.

BERKELEY, 1st Earl of (George, d. 1698). Joint farmer of the P.O. with Lord Arlington, Oct. 1667-1677.  
H.S. 134.

BERNARD, SIR ROBERT, M.P. for Westminster. Notorious for abusing the franking privilege.  
J. 192.

BESANT, —, coachmaker. About 1792 he was supplying all the mail coaches on the road.  
J. 282.

BESSBOROUGH, 2nd Earl (William Ponsonby, 1704-1793). Appointed joint P.M.G. 2 June, 1759, resigning Oct. 1762. Reappointed 12 July, 1765, resigning again in 1766.  
J. 431.—D.N.B.

BESSBOROUGH, 4th Earl (John William Ponsonby, 1781-1847). In early life he bore the courtesy title of Lord Duncannon. C. of P. 1838.  
D.N.B.

BEXLEY. See *Vansittart*.

BIANCONI, CHARLES (1786-1875). Promoter of the Irish car system in Ireland. He began as an itinerant vendor of prints, and in 1806 opened a shop as carver and gilder in Carrick-on-Suir. In July, 1815, he started a one-horse two-wheeled car to carry passengers, goods, and the mails from and to Cahir. Thirty years later he was working daily 3,266 miles of road. A biography was published in 1878 by his daughter, Mrs. Morgan John O'Connell.  
L. 86 note.—J. 376.—D.N.B.

BIGG, STEPHEN. P.O. farmer and reformer; end of seventeenth century.  
J. 60.

BILLINGSLEY, —, a broker. Imprisoned for carrying the foreign merchants' letters without authority about 1619.  
J. 13.—H. 11.

BISHOP, HENRY, of Henfield, Sussex. P.O. farmer, 1660-1663. He introduced postmarks into the London office. There is a memorial tablet to him in the vestry of Henfield church.  
J. 33.—E.H. 249.

BISSAGAR, GEORGE. Submitted essays for the Treasury competition of 1839.  
P. & W. 278.

BLAIR, JOHN, an Edinburgh apothecary. Appointed P.M.G. for Scotland for seven years in 1689.

BLAIR, THOMAS. Contractor for the Irish packets about 1763-1768.  
I.M. 77.

BLEWITT, —. Captain of the packet 'Duke of Montrose', which was captured by the U.S. frigate 'President' in June, 1813.  
P.S. 240.

BOGARDUS, JAMES. Entered for the Treasury competition of 1839, acting in concert with a man named Coffin. They won one of the prizes. Bogardus took out a patent for his scheme (No. 8,208 of 1839). His idea was to attach the stamp by means of the wafer or seal.

B. vol. i. 4, 6.

BONELL, —. Captain of a packet. In 1762 he was awarded £100 for bravery in an action with a French privateer.

P.S. 21.

BONNOR, CHARLES (fl. 1777–1829 ?), actor and dramatist. John Palmer availed himself of Bonnor's abilities in carrying out his scheme for the establishment of a mail coach service. This led to the appointment of Bonnor as Deputy-Comptroller of the P.O., and his retirement from the stage. Later he quarrelled with Palmer, and published several pamphlets attacking the latter, whom he succeeded as Comptroller, but he was dismissed after two years.

J. 252–280.—D.N.B.

BOUCHER, FREDERICK. Submitted a design for the Treasury competition, 1839. *Phil. Record*, iii. 190.

BOULDERSON, —. Captain of packet 'Prince Adolphus', 1810.

P.S. 208.

BOURNE, FREDERICK. A clerk in the foreign department of the P.O., who suggested the 'Ship Letter Office' in 1799, and was appointed to superintend it.

J. 328.

BRACKEN, HENRY, M.D. (1697–1764). Author of a book called 'The Gentleman's Pocket Farrier'. He induced the postmistress of Lancaster to send out circulars in connexion with the book under her free privilege as postmistress, about 1735, a proceeding which was detected by Allen. The author has a copy of the 4th edition, 1742, entitled 'Farriery Improv'd'.

J. 161.—D.N.B.

BRAITHWAITE, DANIEL. Clerk to the Postmasters-General at end of 18th century. A Fellow of the Royal Society. Known as 'Honest Braithwaite'.

J. 244.

BRIDGE, —. Captain of the packet 'Prince of Orange', of Yarmouth (end of 18th century).

P.S. 113.

BROUGHAM, HENRY PETER, Baron Brougham and Vaux (1778–1868), Lord Chancellor. He was an advocate of Penny Postage, and presented a petition on the subject from the Lord Mayor and Common Council of the City of London in 1837.

R.H. vol. i, 289, &c.—D.N.B.—N.P.G.—E.B.

BROWN, SIR WILLIAM, Bart. (1784–1864). Benefactor to Liverpool, a banker and merchant; M.P. for S. Lancs. 1846–1859. Founder of the firm of Brown, Shipley & Co., and at one time chairman of the Atlantic Cable Co. A supporter of Penny Postage.

R.H. vol. i. 310, &c.—D.N.B.



BÜCHANAN, J. W., of Nuneaton. Submitted designs for the Treasury competition, 1839.

BUCKINGHAMSHIRE, 4th Earl (Robert Hobart, 1760–1816). From Feb. 1806 to May, 1807, held the office of joint P.M.G. in the 'All the Talents' administration.

H.S. 136.—D.N.B.

BULL, JAMES. Captain of the packet 'Grantham', which was attacked and captured by a French privateer near Barbados in 1797.

P.S. 72.

BULL, JOHN, son of the above. Captain of the packet 'Duke of Marlborough'. He was one of the most famous of the Falmouth captains, and fought many actions, the best known being the encounter (under a misunderstanding) with the British frigate 'Primrose' in 1814.

P.S. 274, &c.—James, 'Naval History', vol. vi. 278; ed. 1837.

BURGOYNE, SIR JOHN FOX, Bart. (1782–1871), a distinguished engineer officer. A strong advocate of Penny Postage. He sat on a commission on the Penny Post.

R.H. vol. i. 277.—D.N.B.—E.B.—N.P.G.

BURLAMACHI, PHILIP (d. c. 1644). Merchant of the city of London. When Witherings was suspended in 1640, the office of Master of the Posts was sequestered into Burlamachi's hands. In 1642 Witherings assigned his patent to the Earl of Warwick, and Burlamachi became involved in a struggle which led to his imprisonment.

E.H. 13, 162.—J. 21.—H. 17.

BURRITT, ELIHU (1810–1879), philanthropist. Advocate of 'Ocean Penny Postage'. Born at New Britain, Connecticut, U.S.A. He spent many years in Great Britain promoting the above (from about 1847), the abolition of slavery, and the establishment of universal and unbroken peace, with which latter object he founded the 'League of Universal Brotherhood'. Much propaganda was done in connexion with these objects by means of illustrated envelopes (q. v.). He was called 'the learned blacksmith'.

E.B.

BUXTON, SYDNEY CHARLES, cr. Viscount Buxton, 1914. P.M.G. 11 Dec. 1905—21 Jan. 1910.

H.S. 137.

## C

CADDY, —. Captain of packet 'Mary Anne', which was captured in a fight with the 'Governor Tompkins', an American privateer, in 1813.

P.S. 243.

CAITHNESS, 12th Earl (Sir James Sinclair, s. 1789, d. 1823). 'Deputy P.M.G.' for Scotland, 1811–1823.

H.S. 138.

CAMDEN, 1st Marquis (John Jeffrys Pratt, 2nd Earl Camden, 1759–1840).

He advocated Palmer's scheme for conveying the mails by coach, and



brought it to the notice of Pitt, then Chancellor of the Exchequer, in 1782.  
[Stipple and line, by Adcock, 1846 ; after Hoppner.]

J. 212, 274.—D.N.B.—E.B.

CANNING, Viscount, aftds. Earl (Charles John, 1812–1862), statesman ; first Viceroy of India. P.M.G. 8 Jan. 1853—30 Nov. 1855.

R.H. vol. ii, many ref.—D.N.B.—E.B.—N.P.G.

CARTERET, EDWARD. Joint P.M.G. 1720–1739.

J. 152.—H.S. 135.

CARTERET, cr. 1st Baron, 1784 (Rt. Hon. Henry Frederick Thynne, aftds. Carteret, d. 1826). Joint P.M.G. 16 Jan. 1771—19 Sept. 1789.

J. 212.—H.S. 135.

CARY, JOHN. Author of a well-known road book, issued 1798 to 1828, on the title-page of which he described himself as ‘ Surveyor of the Roads to the General Post Office ’.

See App. II, *Road Books*.

CARYSFORT, 1st Earl (John Joshua Proby, 1751–1828). Joint P.M.G. in the ministry of ‘ All the Talents ’, 20 Feb. 1806—5 May, 1807.

J. 433.—H.S. 136.—D.N.B.

CHALMERS, GEORGE. An Edinburgh merchant and prominent postal reformer. He received a gratuity of £600 from the Government for improvements which he suggested in connexion with the ‘ Great North Mail ’ in 1758, and made other proposals in 1783. Not to be confused with the author and F.R.S. of the same name (1742–1825).

J. 256.

CHALMERS, JAMES (1782–1853), a bookseller in Dundee, and for some time the printer and publisher of the *Dundee Chronicle*. In 1825 he applied himself to the question of accelerating the mails, and mainly through his efforts the time for a letter to travel between London and Dundee was reduced to a day each way. About 1837 he brought plans for a uniform rate of postage before Mr. Wallace, the chairman of the Committee on Postage, then sitting. An essay by him is illustrated in ‘ Chats on Postage Stamps ’, by F. J. Melville, on p. 99. Long after his death, strenuous attempts were made to prove that he was the first inventor of postage stamps. See Bibliography, under *Pamphlets*.

D.N.B.—E.B. viii. 676 ; xx. 190.—P. & W. 276.

CHALMERS, PATRICK (1802–1854). M.P. for Montrose, 1837–1842. C. of P. 1838. A celebrated antiquary. Not to be confused with the nephew of James Chalmers.

R.H. vol. i. 287.—D.N.B.

CHAMBERLAIN, RT. HON. JOSEPH AUSTIN (1863– ). Chancellor of the Exchequer, 1903–1906 and 1919–1921. P.M.G. 15 Aug. 1902—9 Oct. 1903.

H.S. 137.

CHAMBERLAIN, ARTHUR NEVILLE (1869– ), brother of the above. P.M.G. 1922–1923.

CHARLES I, King (1600–1649); reigned 1625–1649. He commissioned Witherings to reorganize the postal system in 1635.

J. 14.

CHARLES II, King (1630–1685); reigned 1660–1685.

CHENAL, —. Captain of the packets 'Mansbridge' (1704) and 'Prince' (1708).

J. 94.

CHESTERFIELD, 5th Earl (Philip Stanhope, 1755–1815). He was godson and successor of the celebrated Lord Chesterfield. Joint P.M.G. 13 March, 1790—1 March, 1808. [Line eng. by Vitalba; after Hoare.]

J. 266.—D.N.B.

CHESTERFIELD, KATHERINE, dowager Countess of. She was the wife of Daniel O'Neill or O'Neale, who took over the farm of the posts from Bishopp in 1663. Her husband dying the next year, she carried it on, performing his duties until 1667.

H. 25.

CHEVERTON, BENJAMIN. One of the four prize-winners in the Treasury competition of 1839.

L.P. Dec. 1910, p. 285.—P. & W., 275.—*London and Westminster Review*, xxxiii. 504.

CHICHESTER, 2nd Earl (Thomas, 1756–1826). Joint P.M.G. 5 May, 1807—4 July, 1826.

J. 348.

CLANCARTY, 2nd Earl of the second creation in the peerage of Ireland and 1st Viscount of the U.K. (Richard le Poer Trench, 1767–1837), diplomatist. Joint P.M.G. for Ireland, 2 May, 1807—1 Dec. 1809, and the same for England, 30 Sept. 1814—6 April, 1816.

J. 368.—H.S. 137.—D.N.B.

CLANRICARDE, 1st Marquis of the second creation (Ulick John, 14th Earl, 1802–1874; cr. Marquis, 1825). P.M.G. 14 July, 1846—6 March, 1852.

R.H. vol. ii, many ref.

CLARENDON, 1st Earl of the second creation (Thomas Villiers, Lord Hyde, d. 1786), ambassador. Joint P.M.G. with Lord Carteret, 19 Sept. to 10 Dec. 1786. [Stipple by Bestland, 1803; after Hudson.]

J. 242.

CLERK, SIR GEORGE, 7th Bart. (1787–1867). Secretary to the Treasury, Dec. 1834—April, 1835, and Sept. 1841—Feb. 1845. An opponent of Rowland Hill. Chairman of the Committee of Inquiry, 1843.

R.H. vol. i. 492, &c.—D.N.B.

CLERMONT, 1st Baron (William Henry Fortescue, 1722–1806). Advanced to Earl, 1777, without reversion. 'Deputy P.M.G.' for Ireland in 1764.

J. 194.

CLIES, FRANCIS. Captain of the packet 'Expedition' about 1705. He was captured by the Spaniards and imprisoned at Cadiz for nine months.

J. 90, 94.



PLATE XV

SIR HENRY COLE, K.C.B.

*From a drawing by S. Laurence, in the National Portrait Gallery*





- CLIFDEN, 1st Viscount (James Agar, cr. Baron, 1776; Viscount, 1781; d. 1789). Joint P.M.G. Ireland, 16 July, 1784—1 Jan. 1789.
- CLIVE, JOHN HENRY, of Newcastle, Staffs. Submitted designs for the Treasury competition, 1839.
- COBBETT, WILLIAM (1762–1835), political reformer. About 1805 he became a formidable and well-informed critic of the P.O.  
J. 342.—D.N.B.—N.P.G.—E.B.
- COBDEN, RICHARD (1804–1865), statesman. Friend of Rowland Hill. [Stipple by Adcock; after Du Val.]  
R.H. many ref.—D.N.B.—N.P.G.—E.B.
- COCK, JAMES (d. 1814). Captain of packet ‘Townshend’, which was engaged in a terrific fight with two American privateers near Barbados on November 22nd, 1812, followed in January by an unsuccessful attack by another single privateer. The ‘Townshend’ was captured and sunk by a French frigate early in 1814.  
P.S. 227, 270.
- COFFIN, F. —. Entered for the Treasury competition in 1839, acting in concert with James Bogardus (q. v.). They won one of the prizes.  
L.P. May, 1895, 131.—B. vol. i. 4, 6.
- COKE, SIR JOHN (1563–1644). Secretary of State. The direction of postal affairs fell to him to a very considerable extent about 1633. He was made joint P.M.G. with Windebank in 1637. [Mezzotint by Dunkarton ‘from an original picture’, 1813.]  
J. 12.—E.H. 14.—H. 16.—D.N.B.—E.B.
- COLBY, THOMAS FREDERICK (1784–1852); Major-General, and director of the Ordnance Survey. Postal reformer and friend of Rowland Hill.  
R.H. vol. i. 268, 319.—D.N.B.
- COLCHESTER, 3rd Baron (Reginald Charles Edward Abbot, 1842–1919). P.M.G. 13 March, 1858—24 June, 1859.  
H.S. 137.
- COLE, SIR HENRY, K.C.B. (1808–1852). In 1833 he was appointed a sub-commissioner of Records, and in 1838 an assistant keeper. In this year he became secretary to the ‘Mercantile Committee for advancing the cause of Penny Postage’. He obtained one of the premiums in the Treasury competition of 1839, and, next to Rowland Hill, was the most indefatigable worker on behalf of Penny Postage. An interesting account of his labours is to be found in his autobiography, entitled ‘Fifty Years of Public Work’, published in 1884, a note on which will be found in the Bibliography. He left a valuable and unique collection of papers, &c., connected with postage to the South Kensington Museum, which can be seen on application.  
R.H. many ref.—D.N.B.—N.P.G.—E.B.
- COLHUNE, F.—. ‘Deputy’ P.M.G. for Scotland, 1741–1743.  
H.S. 138.

CONYNGHAM, 2nd Marquis (Francis Nathaniel, 1797–1836). P.M.G. 5 July—31 Dec. 1834, and 8 May—30 May, 1835.

J. 433.

COOPER, JOHN. Captain of packet 'Townshend', which was attacked by the Spaniards 24 June, 1740. Not the same vessel as that commanded by Capt. Cock (q. v.).

P.S. 20.

CORBOULD, HENRY (1787–1844), painter. He made the drawing from Wyon's city medal for the first adhesive postage stamps in 1840. His son, Edward Henry (1815–1905) made drawings for several of the colonial stamps.

B. vol. i. 14.—D.N.B.—P. & E.

CORNWALLIS, 4th Baron (Charles, s. 1698, d. 16 Jan. 1721–1722). Joint P.M.G. 1715–1721.

J. 139.

COTTESLOE. See *Fremantle*.

COTTON, SIR ROBERT. P.M.G. March, 1690–1708, jointly with Sir Thomas Frankland. He must not be confused with the antiquary of the same name (1571–1631).

J. ch. vi.

COVENTRY, 1st Baron (Thomas, 1578–1640). Lord Keeper of the Great Seal (1625). Was concerned in the dispute between De Quester and Lord Stanhope in 1619. [Line eng. by Sherlock.]

J. 11, 23.—D.N.B.—N.P.G.—E.B.

CRAGGS, JAMES, the elder (1657–1721), M.P. for Grampound, 1702–1713. Joint P.M.G. 1715–1721. He was deeply involved in the South Sea Company. [Line eng.  $10\frac{1}{8} \times 12\frac{3}{8}$ , by Vertue, 1728; after Kneller. Also small stipple by C. Knight after Zincke.]

J. 139.—D.N.B.—E.B.—N.P.G.

CROMWELL, OLIVER (1599–1658). Protector, 1649–1658.

CROMWELL, RICHARD (1626–1712). Protector, Sept. 1658 to May, 1659.

CROSBY, BRASS (1725–1793). Lord Mayor of London, 1770; M.P. for Honiton, 1768–1774. One of the worst abusers of the franking privilege.

J. 192.—D.N.B.

CULVERDEN, —. Captain of the packet 'Queen' about 1705.

J. 89.

CUNNINGHAME, JAMES. Captain of H.M. brig 'Morgiana', lent as a temporary packet in 1813. On Sept. 26 of that year she was captured by an American privateer, after a very severe action.

P.S. 246.

CURRIE, RAIKES. M.P. Northampton. Member of C. of P., 1838. Friend to Rowland Hill.

R.H. many ref.

CURTIS, EDWARD. In command of the packet 'Antelope' in 1793, when attacked by a French privateer near Jamaica.

P.S. 45.—James' 'Naval History', vol. i. 111.



## D

DALWIG, J. C., of Manchester. } Submitted designs for the Treasury  
DAVIES, JOHN F., of W. Smithfield. } competition, 1839.

DEAKE, —. Captain of packet 'Earl Gower'. His ship was attacked in June, 1801, by the 'Télégraphe', privateer cutter, by which she was taken.  
P.S. 98.

DEANE, —. Captain of packet 'Lady Nepean'. Attacked by the Danes off Tonningen, 17 August, 1807.  
P.S. 168.

DE LA RUE, WARREN (1815–1889), astronomer and chemist. Member of the firm of De La Rue & Sons, the principal producers of British stamps between 1855 and 1911. Co-inventor with Edwin Hill of the envelope-folding machine exhibited at the Great Exhibition of 1851.  
R.H. vol. i. 419.—E.B.

DE QUESTER, MATTHEW. In 1619 James I appointed father and son of this name to the control of the foreign posts, a proceeding which offended Lord Stanhope, the Master of the Posts, and led to serious quarrels. The De Questers were superseded by the Privy Council, and restored at the instance of Sir John Coke. After the death of the son, the old man resigned his patent in 1632 to Frizell and Witherings.  
J. 10.—E.H. 6.—H. 10.

DICKINSON, GEORGE. Submitted designs for the Treasury competition, 1839.  
L.P. iv. 131.

DICKINSON, JOHN (1782–1869). Founder of the firm of John Dickinson & Co., Ltd., of Old Bailey, London; who manufactured the paper for the Mulready and other envelopes and for the embossed adhesive stamps. He patented the 'silk thread' paper in 1839. He gave important evidence before the C. of P. See *Dickinson paper*, App. II.

DOCKWRA, WILLIAM (d. 1702?), a Custom House official ('sub-searcher') in the latter part of the seventeenth century.<sup>1</sup> In 1680, improving on an idea which appears to have been suggested, and perhaps partly carried out, by Robert Murray (q. v.), he established a penny postal system in the metropolis. The enterprise, so far as he was personally concerned, was unsuccessful. Much opposition was raised; the city porters, complaining that their interests were attacked, tore down the placards from the receiving houses. It has frequently been stated, following Macaulay, that Titus Oates accused the scheme of being connected with the popish plot. There is contemporary evidence in that behalf, namely *Smith's Current Intelligencer*, No. 15, for March 30—April 3, 1681. There is, however, a denial of the same on the part of Oates, in a rival contemporary, *Thompson's True Domestic Intelligence*, No. 77, for March 26–30. However this may be, the Duke of York, who was enjoying the Post Office profits, instituted legal proceedings, which Dockwra of course lost, and the Govern-

<sup>1</sup> In his pamphlets he described himself as a 'merchant'.

ment confiscated the undertaking, and proceeded to carry it on themselves, Dockwra being fined £100. From 1690 to 1700 he received a pension of £500 a year, being made Comptroller of the Penny Post in 1697, but dismissed in 1700, owing to disagreements with the officials under him. He is wrongly credited by Joyce, Hemmeon, and others with the first introduction of postmarks. See *Penny Post*, App. II.

J. ch. v.—D.N.B.—‘Chats on Postage Stamps’, p. 65.—‘Great Britain’s First Postage Stamp’.—‘The King’s Journalist’, 1659–1689, p. 220.

DONOUGHMORE, 1st Earl (Richard Hely-Hutchinson, 1756–1825). Joint P.M.G. for Ireland, 19 April, 1806—2 May, 1807. [Stipple by Leney.]

H.S. 137.—D.N.B.

DOUGLAS, A.—‘Deputy’ P.M.G. for Scotland, 1725–1741.

H.S. 138.

DOWNSHIRE. See *Hillsborough*.

DROGHEDA, 1st Marquis (Charles, 1730–1821). Joint P.M.G. for Ireland, 14 July, 1797—19 April, 1806.

H.S. 137.

DUMMER, EDWARD (d. 1713), Surveyor for the Navy. Assisted about 1689 in the building of four packets for the Harwich service. He contracted for the service to the ‘Plantation Islands’ (i. e. West Indies) in 1702, which he held for about ten years, eventually becoming bankrupt.

J. 79, 109, &c.

DUNCANNON. See *Bessborough*.

DYNELEY, BERT. (d. 1806). Captain of the packet ‘Duke of Montrose’. He defeated three French ships off Dominica in May, 1806, thereby saving the island from being taken. On the next voyage to the West Indies, in November, he was again attacked by a French privateer, and the packet surrendered, after he had fallen in a boarding attack.

P.S. 135.

## E

EDWARD VI, King (1537–1553); reigned 1547–1553.

EDWARD VII, King (1841–1910); reigned 1901–1910. The franking privilege was revived in his favour. See Plate X.

EGMONT, 2nd Earl (John Perceval, 1711–1720). Joint P.M.G. 27 Nov. 1762—23 Sept. 1763. [Stipple by Freeman, 1807.]

J. 431.—D.N.B.

ELDER, THOMAS, of Forneth. ‘Deputy’ P.M.G. for Scotland, 21 July, 1796—1800. The author possesses the original deed of appointment. It is signed by the Earls of Chesterfield and Leicester, ‘His Majesty’s Postmaster General’ at the time, and by Anthony Todd, the Secretary. The salary was £800 per annum.

ELGIN, 8th Earl (James Bruce, 1811–1863); Governor-General of India, 1860–1863. P.M.G. 24 June, 1859—11 May, 1860. [Engraving by Pound; after a photograph.]

H.S. 137.—D.N.B.—E.B.



ELIZABETH, Queen (1533–1603); reigned 1558–1603.

ELPHINSTONE, —. Captain of packet 'Manchester'. Surrendered to an American ship, the 'York Town', after fighting for a whole day; about 1813.

P.S. 242.

ELY, 1st Marquis (Charles, Lord Loftus, form. Tottenham; d. 1806). Joint P.M.G. for Ireland, 14 Jan. 1789—14 July, 1797. (Created Earl of Ely, 1794; Marquis, 1800).

H.S. 137.

EVELYN, SIR JOHN, 1st Bart. Joint P.M.G. 1708–1715. (Grandson of the diarist.)

J. 106.

EYLES, SIR JOHN, Bart. Joint P.M.G. 1739–1744.

J. 430.

F

FAWCETT, HENRY (1833–1884), statesman. He was blinded in a shooting accident in 1858. M.P. for Brighton, 1865–1874; Hackney, 1874. P.M.G. 14 May, 1880—7 Nov. 1884. He introduced the Parcel Post, and a system of postal orders, and made arrangements for the introduction of cheap telegrams and for granting terms to telephone companies, which were finally completed by his successor, Mr. Shaw Lefevre; he also increased the facilities connected with the P.O. Savings Bank.

H.S. 137.—D.N.B.—E.B.—N.P.G.—'Life of Henry Fawcett', by Leslie Stephen.

FAWKENER, SIR EVERARD (1684–1758), merchant and official. Joint P.M.G. 28 May, 1745–1758.

J. 431.—D.N.B.

FERGUSON, SIR J.—. P.M.G. 21 Sept. 1891—19 August, 1892.

FITZGERALD, RT. HON. HENRY, commonly called Lord Henry Fitzgerald. Joint P.M.G. for Ireland, 19 April, 1806—2 May, 1807.

FLOWER, —. Submitted a design for the Treasury competition, 1839.

FOLEY, 2nd Baron of second creation (Thomas, d. 1793). Joint P.M.G. 1 May, 1783—7 Jan. 1784.

J. 432.

FORRESTER, SAMUEL, Officer of Excise at Falkirk. He submitted a plan for Penny Postage to the Treasury competition of 1839, with essays for stamps. A translation of his proposals is given in 'La Poste à un Penny', by A. de Rothschild. The essays are also illustrated in 'Histoire de la Poste aux Lettres et du Timbre-Poste', by the same author, vol. ii, p. 59 of the third edition.

P. & W. 277.

FOSTER, JOHN, Lord Oriel (1740–1828). Lord Chief Baron of the Exchequer in Ireland; last Speaker of the Irish House of Commons. He obtained a seat in the united parliament, and was appointed Chancellor of the



Exchequer for Ireland in July, 1804. He was the prime mover in the matter of improved postal communication with Ireland in 1805 and 1808.

J. 388.—D.N.B.

FRANKLAND, SIR THOMAS, 2nd Bart. (d. 1726). Joint P.M.G. March, 1690–1715.

J. ch. vi.

FRANKLIN, BENJAMIN (1706–1790), American diplomat, statesman, and scientist. Appointed postmaster of Philadelphia in 1737; joint P.M.G. of America, 1753. He was dismissed in 1774, owing to the War of Independence.

J. 203.—E.B.—N.P.G.

FREELING, SIR FRANCIS, 1st Bart. (1764–1836). Secretary to the P.O. 1797–1836. He began his official career in the Bristol post office. On the establishment of the system of mail coaches in 1785, he was appointed to aid the inventor, Palmer, in carrying his improvements into effect. Two years later he proceeded to London and entered the G.P.O., where he successively filled the places of surveyor, joint secretary, and sole secretary for nearly half a century. There is a marble monument to him in the church of St. Mary Redcliffe, Bristol.

J. ch. xiv.—D.N.B.—See also 'The Bristol Royal Mail' (portrait).

FREMANTLE, SIR THOMAS FRANCIS, Bart. (1798–1890). M.P. for Buckingham, 1827–1846. C. of P. 1838. Created Baron Cottesloe, 1874.

FRIZELL, WILLIAM. Co-assignee with Witherings of the Foreign Postmastership (from De Quester) in 1632. He seems, after some disputes with Witherings, to have dropped out in 1633.

J. 14.—E.H. 8.—H. 11.

FROWDE, PHILIP. 'Governor', or, according to D.N.B., deputy P.M.G., from 1678 to 1688. (His son, of the same name, who died in 1738, was a poet of some note, and a portrait of the latter was engraved by Faber in 1738.)

J. 429.—E.H. 285.—D.N.B.

FURZE, —. Captain of packet 'Lapwing'. On 22 Nov. 1813, he fought a severe action with an American privateer, the 'Fox', off Barbados, and finally surrendered, after sinking the mails. In 1814 he was appointed to the 'Chesterfield', and was attacked near Madeira by an American schooner, this time getting away.

P.S. 269, 287.

## G

GAINFORD. See *Pease*.

GEORGE I, King (1660–1727); reigned 1714–1727.

GEORGE II, King (1683–1760); reigned 1727–1760.

GEORGE III, King (1738–1820); reigned 1760–1820. At his accession the P.O. revenues were separated from the Crown, on the establishment of a fixed 'Civil List'.

GEORGE IV, King (1762–1830); reigned 1820–1830.

GEORGE V, King (1865– ); reigned 1910– . President of the Royal Philatelic Society, 1896–1910; Patron, 1910– . See Plate XI.

GODBY, AUGUSTUS. Appointed Secretary to the P.O. in Ireland, Feb. 1831. Previously secretary in Edinburgh. Gave evidence before the Select Committee on Postage (Second Report, questions 8,606–8,942). He was in favour of a uniform rate, and of stamped covers. He submitted two designs for the Treasury competition, 1839.

GODMAN, JOSEPH. Secretary to the P.O. 1720 to about 1730.

J. 434.

GOULBURN, HENRY (1784–1856), statesman. M.P. Horsham, 1808–1818; West Looe, 1818–1826; Armagh, 1826–1831; Cambridge University, 1831–1856. Chancellor of the Exchequer, 1828–1830 and 1841–1846. He opposed Penny Postage in 1839, and was more or less hostile to Rowland Hill for years. [Stipple by Holl; after Pickersgill.]

R.H. many ref.—D.N.B.—E.B.

GOWER, GEORGE GRANVILLE, Lord (1758–1833). Aftds. 2nd Marquis of Stafford; created Duke of Sutherland, 1833. P.M.G. 27 Feb. 1799—31 March, 1801.

J. 432.

GRAHAM, SIR JAMES ROBERT GEORGE (1792–1861), 2nd Bart., statesman. He was made Home Secretary in 1841. In 1844 a petition was presented to Parliament complaining that the letters of Mazzini and others had been opened in the Post Office. Graham admitted that he had, in accordance with a statute of Anne (1711), issued a warrant for this to be done, and sustained a tremendous outburst of unpopularity. Attempts were made to do away with the power of opening letters, but they were unsuccessful. The power still remains in the hands of the Home Secretary. Sir James' life was written by Torrens MacCullagh. See *Espionage*, App. II.

R.H. vol. ii. 28.—L. ch. ix.—D.N.B.—E.B.

GRAHAM, JOHN. On the 3rd January, 1674, John Graham of Inchbraikie was appointed P.M.G. for Scotland, succeeding his father, Patrick Graham. John died in 1689, and the post was 'rouped' (put up to auction).

GRAHAM, PATRICK. See *Graham, John*.

GRANT, JAMES. 'Deputy' P.M.G. for Scotland, 1807.

H.S. 138.

GRANTHAM, 1st Baron (Thomas Robinson, 1695–1770), diplomatist. Joint P.M.G. 19 July, 1765—29 Dec. 1766. [Stipple by Harding, 1802.]

J. 431.—D.N.B.—N.P.G.

GRAY, THE HON. FRANCIS (1765–1842). Became 15th Baron Gray in Dec. 1807. 'Deputy' P.M.G. for Scotland, 1807—5 Dec. 1810.

H.S. 138.

GROVER, JASON. Carrier of Ipswich and Yarmouth. In 1637 he was imprisoned for carrying letters.

E.H. 129.



GUILFORD, Earl of. See *North*.

GWIN, DANIEL. First contractor for the Falmouth packets in 1688.  
P.S. 18.

## H

HALLORAN, or O'HALLORAN, LAWRENCE HYNES (1766–1831), miscellaneous writer and impostor. For some years a chaplain in the navy, aftds. Chaplain to the Forces in Capetown; dismissed 1811. In 1818 he was charged at the Old Bailey with having forged a frank of Sir William Garrow's, by which the revenue was cheated of tenpence. He was convicted, and sentenced to seven years' transportation. He subsequently established a school at Sydney, which he conducted very successfully. He published a poem, 'Newgate, or Desultory Sketches in Prison', 1818.  
J. 406.—D.N.B.

HAMILTON, ALEXANDER. 'Deputy' P.M.G. for Scotland, 1746–1764.  
H.S. 138.

HAMILTON, ANDREW (d. 1703). Appointed in 1692 to set up posts in North America. After his death the posts were carried on for three years by his widow, until the appointment of his son John.  
J. 110.

HAMILTON, JOHN. Son of Andrew Hamilton. Was postmaster for North America, 1706–1722.  
J. 116.

HAMMOND, —. Captain of the packet 'Earl of Leicester'. On the 16th June, 1808, he encountered two Danish vessels laden with corn. As we were at war with Denmark, he took them prisoner. One sank, but the other he took into port as a prize.  
P.S. 26.

HAMPDEN, THE HON. ROBERT TREVOR (1706–1783), aftds. Viscount Hampden. P.M.G. 2 June, 1759—19 July, 1765. [Stipple by Harding, 1802; after Gardiner.]  
J. 431.

HANCHETT, JOHN MARTIN. Submitted designs for the Treasury competition, 1839.

HARDWICKE, 4th Earl (Charles Philip Yorke, 1799–1873), admiral. P.M.G. 6 March, 1852—8 Jan. 1853.  
R.H. vol. ii, ch. 21.—D.N.B.

HARRISON, EDWARD. Joint P.M.G. 1725–1732.  
J. 430.

HARTINGTON, Marquis of (Spencer Compton, 1833–1908). Aftds. 8th Duke of Devonshire. P.M.G. 30 Dec. 1868—24 Jan. 1871.  
H.S. 137.

HARTNEY, —. Captain of the packet 'Montagu'. On Feb. 1st, 1813, he had a fierce engagement with an American privateer, which eventually sheered off.  
P.S. 239.



HARTSHORN, VERNON. P.M.G. 1924.

HARWOOD, —. A stationer who sent a design for a postal cover to the Treasury competition of 1839. Specimens are not uncommon. They were printed by Charles Whiting.

P. & W. 260.

HASKER, THOMAS. Chief Superintendent of mail coaches at the end of the eighteenth century.

J. 284.

HATFIELD, JOHN, impostor and felon. One of the most notorious offenders with regard to franks. He received seven years' transportation.

H. i. 33.

HAWES, SIR BENJAMIN (1792–1862), Under Secretary for War. M.P. Lambeth, 1832–1847; Kinsale, 1848–1852. He worked hard on behalf of the Penny Postage system.

R.H. vol. i. 288, &c.—D.N.B.

HAWKINS, JOHN, mail robber; executed, 1722.

See 'The King's Post', p. 121.

HAYTER, SIR WILLIAM GOODENOUGH (1792–1878), Parliamentary Secretary to the Treasury in 1849 and several succeeding years. He was friendly to Rowland Hill.

R.H. vol. ii. 114, &c.—D.N.B.

HEATH, CHARLES (1785–1848), and FREDERICK (1810–1878), engravers. One or the other of these two, who were father and son, engraved the die for the first postage stamps. While Charles conducted the business connected with the matter and bore the responsibility, the probabilities seem to be that the actual work was done by Frederick. Both of them mainly produced book illustrations, of great beauty.

B. vol. i. 16, &c.—D.N.B. and P. & E. for Charles, but neither mentions Frederick.

HEATH, SIR ROBERT (1575–1649), judge. Returned to Parliament for the City of London in 1620, and appointed Solicitor-General, Jan. 1620–1621. Lord Chief Justice of the Common Pleas, 1631. As a member of the Privy Council he advised that both the grant to Stanhope and that of the foreign posts to De Quester might well stand together.

J. 11.—D.N.B.

HEATON, SIR JOHN HENNIKER (d. 1914); 1st Bart., M.P. For years advocated Imperial Penny Postage. His 'Life and Letters' was published by his daughter, 1916.

HENDERSON, JOHN, of Dalkeith. Submitted designs for the Treasury competition, 1839. Two are illustrated in 'Chats on Postage Stamps', by Melville, p. 103.

HENNINGTON, B—B—. Submitted an essay for the Treasury competition of 1839. See *Philatelic Record*, Nov. 1881.

HENRY VIII (1491–1547), King; reigned 1509–1547. He instituted the office of 'Master of the Postes', and during his reign regular posts began

to be established, under Sir Brian Tuke, though then, and for some time afterwards, they were for the exclusive use of the sovereign. This is the real origin of the monopoly.

J. 1.—L. 6.

HICKES, JAMES. One of Withering's clerks; he threw in his lot with Charles I, who in 1643, when holding the court at Oxford, appointed Hickes as his head Postmaster. He reappeared at the G.P.O. after the Restoration.

J. 22.—E.H. 192, 277.—H. 19. See also 'The King's Journalist', by J. G. Muddiman, pp. 8, 181 and Appendixes A, C, D, E, F.

HILL, EDWIN (1793–1876), mechanical inventor and writer on currency, brother to Rowland Hill. On the introduction of Penny Postage he was appointed supervisor of stamps at Somerset House, and till his retirement in 1872 he had under his control the manufacture of stamps. He invented an improved machine for producing the embossed stamps, and, in conjunction with Mr. Warren De La Rue, one for folding envelopes, which was exhibited at the 1851 exhibition.

R.H. many ref.—D.N.B.

HILL, JOHN. An advocate of Penny Postage about 1658. He placed relays of post horses between York and London, and undertook the carriage of letters and parcels at half the Government rates. The undertaking was put down. He published a pamphlet in 1659. [See Bibliography.]

E.B. xxii. 177.—R.H. vol. ii. 29.

HILL, PEARSON; son of Sir Rowland Hill. Received an appointment in the P.O. 1850. Improved the apparatus for exchanging mails, and invented an obliterating machine.

R.H. various ref.—H. ii. 21.

HILL, SIR ROWLAND (1795–1879); the inventor of Penny Postage. He turned his attention to the Post Office in 1835, publishing his celebrated pamphlet, 'Post Office Reform, its Importance and Practicability', in 1837. This led to his examination before the Commission of Post Office Inquiry, then sitting, and to the establishment of a new committee to report on his proposals. Penny Postage was carried in the House of Commons on 12 July, 1839, and established 10 January, 1840. Hill was attached to the Treasury, from which he was dismissed by Sir Robert Peel in 1842. In 1846 he was appointed 'secretary to the Postmaster-General'; Colonel Maberly, the 'secretary to the Post Office', retained his position until 1854, when Hill was made sole secretary, from which he resigned in 1864. He died in 1879, and was buried in Westminster Abbey. For portrait, see Plate V.

'Life of Sir Rowland Hill and History of Penny Postage', by Sir Rowland Hill and G. Birkbeck Hill, 1880.—D.N.B.—E.B.—N.P.G.

HILLSBOROUGH, 2nd Viscount (Wills Hill, 1718–1793), aftds. 1st Marquis of Downshire. Joint P.M.G. 29 Dec. 1766—26 April, 1768.

J. 431.—D.N.B.









HIVER, JOHN. M.P. for Westminster about 1772. Notorious as one of the four worst abusers of the franking privilege.

J. 192.

HOBHOUSE, RT. HON. SIR CHARLES EDWARD HENRY (1862— ). P.M.G. 12 Feb. 1914—May, 1915.

HOOPER, WILLIAM HARCOURT. Engraver, of 28 Fleet Street, London. He produced essays for postage stamps in 1879, which were not adopted.

P. & W. 285.

HUME, JOSEPH (1777–1855), politician ; M.P. Montrose. A prominent postal reformer and friend to Rowland Hill. [Stipple by Holl ; after Healey.]

J. 402.—R.H. many ref.—D.N.B.—N.P.G.—E.B.

HUMPHRYS, WILLIAM (1793–1865), engraver. He was employed by Perkins, Bacon & Co., in 1855, to deepen the lines on an impression from the original die of the 1d. stamp, and so produced what is known as Die II.

B. vol. i. 140.—D.N.B.—P. & E.

HYDE. See *Clarendon*.

I

ILLINGWORTH, 1st Baron (Albert Holden, 1865— ). P.M.G. 18 Dec. 1916—1921.

INGLIS, SIR JOHN. 'Deputy' P.M.G. for Scotland, 1717–1725 and 1743–1746.

H.S. 138.

J

JAMES I (1566–1625), King ; reigned 1603–1625.

JAMES II (1633–1701), King ; reigned 1685–1689. In 1663, when he was Duke of York, the revenues of the Post Office, amounting then to £21,000 a year, were settled upon him. On his accession they reverted to the Crown.

JAMES, —. Master of the packet 'Duke of Marlborough'. In 1807 and 1810 he fought severe actions with French vessels, in both cases being successful. He was afterwards captain of the packet 'Hinchinbrook', and repelled an American privateer, the 'Grand Turk', on May 1st, 1814, near the Azores, after a three hours' fight, which is commemorated in a fine print, reproduced in Plate XVI.

P.S. 184, 283.—H.S. 49.

JOHNSON, EDWARD. Originally a letter-carrier, he reorganized the London Penny Post in 1794, introducing many reforms, and improving the revenue. He was Comptroller of the London District Post for more than twenty years.

J. 302.

JONES, JOHN. Captain of the 'Fawkener' packet. In 1759 he was awarded £100 for his gallant defence against a large French sloop in the West Indies.

P.S. 21.

M

JONES, R— L—. Captain of the Falmouth packet 'Chesterfield', 1795.

JONES, W—, of Oxford. Submitted designs for the Treasury competition, 1839.

JOYNSON-HICKS, SIR WILLIAM, 1st Bart. (1865— ). P.M.G. 1923.

## K

KELLAWAY, RT. HON. FREDERICK GEORGE (1870— ). P.M.G. 1921–1922.

KEMPTHORNE, WILLIAM (d. 1794). Captain of the packet 'Antelope', which was captured by the French, 19th Sept. 1794.

P.S. 60.

KIRKNESS, —. Captain of the packet 'Queen Charlotte'. In 1813 he drove two American privateers away from Demerara.

P.S. 236.

KNIGHT, CHARLES (1791–1873). Author and publisher, friend of Rowland Hill. He superintended the publications of the 'Society for the Diffusion of Useful Knowledge', organized by Brougham, M. D. Hill, and others, until its dissolution in 1846. In 1834 there was a motion in the House of Commons for the repeal of the newspaper duties (which eventually came to pass in 1855). Knight, in a letter to Lord Althorp, the Chancellor of the Exchequer, probably in May, suggested that a 'penny stamped frank should be issued by the Government'.<sup>1</sup> There is no evidence that he put forward an actual design. This proposal was described by M. D. Hill (brother of Rowland) in a debate on the subject in Parliament on the 22nd May, 1834. It was also mentioned with approval in an article in the *Companion to the Newspaper* for June 1st, 1834, and by Rowland Hill in his pamphlet on 'Post Office Reform', in which, when describing the method by which letters might be franked by means of stamped covers and sheets of paper, he used the expression, 'availing myself of this excellent suggestion'.

Knight's autobiography was published in 1864 and 1865 by Bradbury & Evans, in three volumes, entitled 'Passages of a Working Life'.

P. & W. 270.—D.N.B.—E.B.—N.P.G.

## L

LABOUCHERE, HENRY, cr. Baron Taunton 1859 (1798–1869). Member of the 'Committee of Post Office Enquiry' of 1835.

R.H. vol. i. 268.—D.N.B.

LE DESPENCER, 15th Baron (Francis Dashwood, 1708–1781). Joint P.M.G. 29 Dec. 1766—11 Dec. 1781.

J. 431.—N.P.G.

LEES, SIR EDWARD SMITH, Knt. (b. 1783), third son of Sir John Lees. Secretary to the P.O. in Ireland for thirty years; transferred to Scotland in April 1831.

J. various ref.

<sup>1</sup> See 'Passages of a Working Life', vol. ii, p. 249.



LEES, SIR JOHN, 1st Bart. (d. 1811). Secretary to the Irish P.O. 1774–1781, reappointed 1784.

J. 191, 221.

LEFEVRE, GEORGE JOHN SHAW— (1832– ), cr. 1st Baron Eversley, 1906. P.M.G. 7 Nov. 1884—29 June, 1885.

LEICESTER, Earl of (George). Joint P.M.G. 28 July, 1794—27 Feb. 1799. J. 432.

LEICESTER, Earl of (Thomas). See *Lovell, Lord*.

LICHFIELD, 1st Earl (Thomas William, 1795–1854). P.M.G. 30 May, 1835—15 Sept. 1841. He keenly opposed Rowland Hill's proposals.

R.H. many ref.

LIVERPOOL, 2nd Earl (Robert Banks Jenkinson, 1770–1828). Prime Minister, 1812–1827. He caused the transfer of the Falmouth packet service to the Admiralty in 1818. [Stipple by Robinson ; after Lawrence.]

J. 382, 399.—E.B.—N.P.G.

LOFTUS, CHARLES. See *Ely*.

LONDONDERRY, 6th Marquis (Charles Stewart Vane-Tempest-Stewart, 1852– ). P.M.G. 10 April, 1900—15 Aug. 1902.

H.S. 137.

LOVELL, THOMAS, aftds. Earl of Leicester. Joint P.M.G. 1733–1759.

H.S. 135.—J. 183, 238.

LOWNDES, WILLIAM (1652–1724). Secretary to the Treasury, 1695–1724. He was largely responsible for the provisions of the Act of 1711.

J. 124, 126.—D.N.B.

LOWTHER, WILLIAM, 3rd Earl of Lonsdale (1787–1872). C. of P. 1838 ; P.M.G. 15 Sept. 1841—2 Jan. 1846.

R.H. many ref.—H.S. 136.—D.N.B.

M

MABERLY, COL. WILLIAM LEADER (1798–1885). Secretary to the G.P.O. 1836–1854. He vigorously opposed Rowland Hill's scheme.

R.H. many ref.—D.N.B.

MCADAM, JOHN LOUDON (1756–1836), the 'macadamiser' of roads. He was made surveyor-general of the Bristol roads in 1815, and general surveyor of roads in 1827. His efforts largely contributed to produce that network of mail-coach communication which greatly advanced the nation's prosperity, and prepared the way for the railway system.

J. 392.—D.N.B.—E.B.

MACDONALD, JAMES, of Cork. } Submitted designs for the Treasury com-  
MACKENZIE, SIR G. } petition, 1839.

MACKY, or MACKAY, JOHN. Packet Agent at Dover at the beginning of the eighteenth century. He contracted for some of the Channel packets about 1707, and the Irish in 1715.

J. 102 et seq.—I.M. 69.

MAHONEY, —. C. of P. 1838.

MAIN, or MAINE, GEORGE. Deputy P.M.G. for Scotland, 1701–1715.

J. 117.—H.S. 136.

MANCHESTER, 5th Duke (William Montagu, 1768–1843), governor of Jamaica, 1808–1827. P.M.G. 27 Sept. 1827—14 Dec. 1830.

H.S. 136.—D.N.B.—E.B.

MANLEY, CAPTAIN JOHN. Farmed the posts, 1653–1655.

J. 27.—E.H. 234.—H. 22.

MANSFIELD, 1st Earl (William Murray, 1705–1793), Lord Chief Justice of the Court of Common Pleas. In 1774 he gave an important decision against the P.O., declaring charges for delivery to be illegal. In 1778 he was again called upon to adjudicate in a case brought against the P.O., deciding that it was not liable to pay compensation for a lost letter. [Stipple and line, by Ryall; after Reynolds.]

J. 198, 188 n.—D.N.B.—E.B.

MARY I (1516–1558), Queen; reigned 1553–1558.

MASON, SIR JOHN (1503–1566), statesman and diplomatist. On 16 July, 1544, he was made Master of the Posts in succession to Sir Brian Tuke, with a (sleeping) partner named Paget. There is a monument to him in St. Paul's Cathedral.

H. 7.—T. 11, 12.—D.N.B.—E.B.

MEIN, ROBERT. Postmaster at Edinburgh at the time of the Restoration. He claimed to be independent of the P.M.G.

E.H. 271.

MELBOURNE, 2nd Viscount (William Lamb, 1779–1848). Prime Minister when Penny Postage was brought forward. He proposed the second reading of the bill in the House of Lords. [Stipple by Robinson; after Lawrence.]

R.H. vol. i. 341, 359, &c.—D.N.B.—N.P.G.—E.B.

MELVILLE, 3rd Viscount (Henry Dundas, 1801–1876). When First Lord of the Admiralty he drew up a memorandum respecting the transfer of the Falmouth packets, of which there were thirty, to the Admiralty, and, after a sharp paper warfare with Freeling, carried the point (1827). [Stipple and line, by Freeman, 1834; after Raeburn.]

J. 399.

MITCHELL-THOMSON, SIR WILLIAM, 2nd Bart. (1877– ). P.M.G. 1924–

MOFFAT, GEORGE. A large tea-merchant in the City of London, who was a strenuous supporter of penny postage. He took the leading part in forming the 'Mercantile Committee', q. v.

R.H. many ref.—'Fifty Years of Public Life', vol. i. 35, &c.

MONTROSE, 3rd Duke (James Graham, 1755–1836). Joint P.M.G. 19 July, 1804—20 Feb. 1806.

H.S. 136.—D.N.B.

MONTROSE, 4th Duke (James Graham, 1799–1874). P.M.G. 19 July, 1866—30 Dec. 1868. [Engraving by Edwards; after Sir W. C. Ross.]

H.S. 137.—D.N.B.



W. L. M. N. 1840  
The author of the "History of the  
523





MOORSOM, —. Captain of the Falmouth packet 'Princess Amelia', 1812, q. v., App. II.

MORLEY, RT. HON. ARNOLD (1849–1916). P.M.G. 19 Aug. 1892—5 July, 1895. H.S. 137.

MORSE, SAMUEL FINLEY BREESE (1791–1872), American artist and inventor. A pioneer of telegraphy; originator of the electromagnetic recording telegraph and of the well-known 'Morse' code. There is a bronze statue of him in the Central Park, New York.

See 'Life of S. F. B. Morse', by S. I. Prime, New York, 1875.—E.B.

MORTON, J—E—. Twopenny Post Letter-carrier. He submitted essays in 1839.

*Philatelic Record*, Nov. 1881.

MULREADY, WILLIAM (1786–1863), R.A., genre painter. He designed the covers and envelopes which were issued in 1840, and were not received with favour. He was not, as has been sometimes stated, a competitor for the prize offered by the Treasury, but was approached on behalf of the Government and asked for a drawing. In a Spanish book on the History of the Post he is said to have been called the 'English Meissonier'.

See 'Fifty Years of Public Life', by Sir Henry Cole, vol. ii, p. 63. Also 'The Mulready Envelope and its Caricatures', by Major E. B. Evans.—D.N.B.—P. & E.—N.P.G.—E.B.

MURRAY, ROBERT (1635–1725 ?), clerk in the 'letter office' (i. e. G.P.O.). He was dismissed in 1679 for being concerned in the publication of a seditious 'Appeal' in favour of making the Duke of Monmouth the next heir to the Crown, and afterwards became an upholsterer. He appears to have originated the idea of the London Penny Post, though to Dockwra belongs the credit of giving it practical shape. No doubt Murray's experience was very valuable. The latter was afterwards connected with the South Sea Company.

J. 36.—H. 28.—D.N.B.—See also 'The King's Journalist', pp. 216, 220.

MYERS & Co., of Budge Row, London. Submitted essays for postage stamps in 1841.

P. & W. 280 (No. 7).

# N

NOBBS, MOSES. The last of the mail-coach guards. See Bibliography, under Pamphlets.

NOLAN, WILLIAM. Submitted essays for the Treasury competition, 1839.

NORMANBY, 1st Marquis (Constantine Henry Phipps, 1797–1863). In 1822 he proposed the abolition of the office of one of the Postmasters-General. [Stipple by Robinson; after Crowley.]

J. 397.—D.N.B.—E.B.

NORTH, FREDERICK, 2nd Earl of Guilford, better known as Lord North (1732–1792). Prime Minister, 1770–1782. He tried to check the forgery of franks. [Stipple by Bocquet; after Dance.]

J. 191, 206.—D.N.B.—N.P.G.—E.B. xii. 691.

NORTHBROOK, Lord. See *Baring*.

NORTHCOTE, SIR STAFFORD HENRY, 1st Earl of Iddesleigh (1818–1887). Member of Commission on the Packet Service, 1851, and of that on P.O. salaries, 1853; Secretary to the Treasury, 1859. [Engraving by Stodart; after a photograph.]

R.H. vol. ii. 221, 238, 334.—D.N.B.

NORWAY, Captain. See '*Montagu*', *packet* (App. II).

## O

O'CONNELL, MORGAN JOHN (1804–1885), politician; second son of Daniel O'Connell. M.P. Meath. C. of P. 1838. In favour of the penny rate.

R.H. vol. i. 327.—D.N.B.

OGILBY, JOHN (1600–1676), writer and publisher. He was appointed one of the 'sworn viewers' or surveyors, to plot out the disputed property after the Fire of London, and styled himself 'King's cosmographer and geographic printer'. He published maps and road books.

I.M. 45.—D.N.B.—E.B.

O'HALLORAN. See *Halloran*.

OLDHAM, WILLIAM, of Dublin. Sent in essays for the Treasury competition in 1839.

P. & W. 278 (No. 1, headed 'Unknown').

O'NEILL, or O'NEALE, DANIEL (1612?–1664), soldier and royalist. In March, 1662–1663 he became P.M.G., paying £21,500 annually for the lease, in return for which he had a monopoly of carrying letters, with liberty to make as much as he could from it, provided he adhered strictly to the rates fixed by Parliament; he was also empowered to make contracts with foreign postmasters for the transmission of letters abroad.

J. 33.—E.H. 266.—T. 16.—H. 25.—D.N.B.

O'NEILL, 1st Earl (Charles Henry St. John O'Neill, 1779–1841). Joint P.M.G. for Ireland, 1807–1831.

H.S. 137.

OXENBRIDGE, CLEMENT. Set up posts more or less unofficially in 1650. Joyce attributes the Act of 1657 largely to his energies.

J. 29, 31.—H. 193.

## P

PAGET, WILLIAM, 1st Baron Paget of Beaudesert (1505–1563). Employed on diplomatic errands by Henry VIII. With John (aftds. Sir John) Mason he received the office of Master of the Posts within and without the Realm in 1544 or 1545. There is a monument to him in Lichfield Cathedral.

T. 11.—D.N.B.—N.P.G.

PALMER, JOHN (1742–1818), projector of mail-coaches. He was the proprietor of the Bath Theatre. In the course of his journeys on business he observed that the state post was the slowest mode of conveyance in the country. In 1782 he prepared a plan for the reform of the postal service,



the main feature of which was that the mails were to be carried by special coaches travelling at eight or nine miles an hour. Although the Post Office declared it was impracticable, Pitt directed that it should be tried on the London and Bristol road in 1784, the first mail coach leaving Bristol on Aug. 2nd. In 1786 Palmer was made Comptroller-General of the Post Office. In 1792, owing to quarrels with the Postmasters-General, he was dismissed. A little later, Pitt granted him a pension of £3,000 a year, and in 1813 he was awarded £50,000 by Parliament. A portrait of him, painted by Gainsborough, is now in America. It is reproduced on Plate IV; it appears never to have been engraved. The silhouette on the same plate is taken from Phillips's 'Public Characters of 1802-3'. No satisfactory contemporary print of him is known. He had a namesake (1742 ?-1798), whose portrait is in the N.P.G., a celebrated actor, who was the original 'Joseph Surface' in *A School for Scandal*.

L. ch. v.—J. ch. xii.—D.N.B.

PARKER, JOHN (1799-1881), politician. M.P. Sheffield, 1832-1852. C. of P. 1838. At first an opponent to Penny Postage. Secretary to the Treasury, 1846.

R.H. vol. i. 287, &c.

PARKER, J—W—. Printer to the University of Cambridge. Submitted an essay for the Treasury competition, 1839.

P. & W. 274.

PARNELL, SIR HENRY BROOKE (1776-1842), cr. Baron Congleton, 1841. One of the Commissioners of the Holyhead road. Author of a Treatise on Roads, published in 1833. He was appointed Secretary of War in Lord Grey's administration on 4 April, 1831. By entering into an unauthorized negotiation with the French P.O., and by encouraging Joseph Hume to bring a motion against our own P.O., he exasperated the P.M.G. (the Duke of Richmond), and narrowly escaped dismissal. He committed suicide by hanging himself in 1842.

I.M. 98, 106.—D.N.B.—E.B.

PEASE, JOSEPH (1799-1872). M.P. for South Durham, 1832-1841. C. of P. 1838. He was the first Quaker member of parliament.

D.N.B.

PEASE, JOSEPH ALBERT (1860— ), cr. Baron Gainford, 1916. P.M.G. 27 Jan.—Dec. 1916.

PEEL, SIR ROBERT, 2nd Bart. (1788-1850). Prime Minister, 1834 and 1841-1846. Was in favour of Penny Postage. [Engraving by Robinson; after Lawrence.]

R.H. many ref.—D.N.B.—E.B.—N.P.G.

PENNANT, THOMAS (1726-1798), traveller and naturalist. A 'Letter to a Member of Parliament on Mail Coaches, by Thomas Pennant Esq.', 1792, describes how the guards 'shoot at dogs, hogs, sheep and poultry as they pass the road, and even in towns, to the great terror and danger of the inhabitants'. [Stipple by Stanier, 1793.]

J. 261.—D.N.B.—E.B.—For his hatred of mail coaches, see also ch. i of 'The Heart of Midlothian'.

PERCEVAL, SPENCER (1762–1812), statesman. Chancellor of the Exchequer, 1809–1812, in which year he was assassinated. He put forward a bill to repeal the exemption of mail coaches from tolls, which, however, did not become law. [Aquatint by Godby and Dubourg, 1812.]

J. 354.—D.N.B.—N.P.G.—E.B.

PERKINS, JACOB (1766–1849), engineer. Inventor of a machine for printing banknotes. Founder of the firm of Perkins, Bacon & Co., printers of the line-engraved stamps of Great Britain. He was a pioneer of the use of very high-pressure steam, up to 2,000 pounds per square inch.

B. many ref.—E.B.

PEWTRESS, LOW & PEWTRESS (London). Submitted essays for the Treasury competition of 1839.

*Philatelic Record*, Nov. 1881.

PITT, WILLIAM (1759–1806), statesman; second son of William Pitt, Earl of Chatham. He became Chancellor of the Exchequer in 1782 at the age of 23, and adopted Palmer's mail coach scheme in the face of the Post Office opposition.

J. many ref.—D.N.B.—E.B.—N.P.G.

PLAYFAIR, RT. HON. LYON (1818–1898), cr. Baron Playfair, 1892. P.M.G. 13 Nov. 1873—4 March, 1874. [Engraving by Cook; after Claudet.]

H.S. 137.—E.B.

PORTER, ENDYMION (1587–1649), English royalist. Lord Stanhope resigned his rights in the P.O. to him and his son George about 1636. They apparently passed their interest on to one Henry Robinson. There is a large portrait of E. Porter, by Dobson, in the National Gallery.

E.H. 218.—H. 17.—D.N.B.—E.B.

POVEY, CHARLES (1652? to 1743), miscellaneous writer and projector. Founder of the Sun Fire Office. In 1709 he started a scheme for a half-penny post in the cities of London and Westminster and the borough of Southwark. In November, 1710, the Postmasters-General proceeded against him for infringing their monopoly, and he was fined £100.

J. 121.—Ninth Report of Commission of Post Office Inquiry, p. 71.—D.N.B.

POWER, JOHN. Contractor for Irish packets about 1750.

I.M. 77.

PRATT. See *Camden*.

PRIDEAUX, SIR EDMUND (d. 1659). Attorney-General, 1649–1659. For many years he was intimately connected with the postal service. He was chairman of a committee appointed in 1642 on the rates of inland letters. In 1644 he was appointed by resolution of both houses 'master of the posts, messengers and couriers', and he continued at intervals, as directed by the House of Commons or otherwise, to manage the posts. By 1649 he is said to have established a regular weekly service throughout the

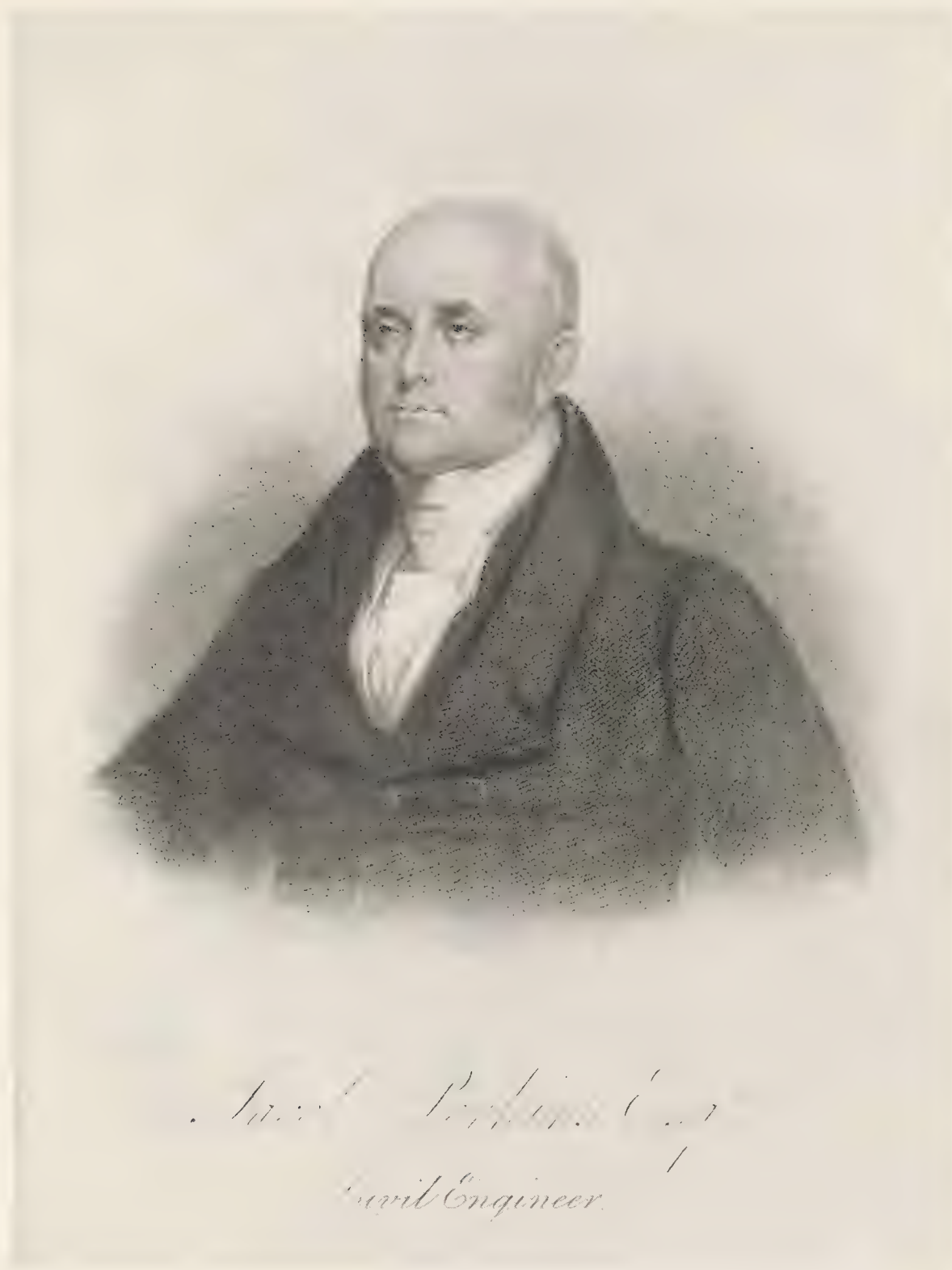


PLATE XVIII





*Capt. W. Rogers,  
late of the Windsor Castle Packet.*

kingdom. Encouraged by the opinion of the judges given by the House of Lords in the case of the Earl of Warwick *v.* Witherings on 9 July, 1646, that the clause in Witherings' patent for restraint of carrying letters was void, Oxenbridge, Thomson, and others endeavoured to work a cheap and speedy post of their own, and Prideaux met them by a variety of devices, some in the way of ordinary competition, others in the shape of abuses of power and breaches of the law. The Common Council of London endeavoured, in 1649, to organize the carrying of letters, but Prideaux brought the matter before Parliament, which referred the question to the Council of State, 21 March, 1650, and on the same day the Council made an order that Mr. Attorney-General Prideaux should take care of the business of the inland post. In 1653 the grant was set aside, and contracts for the inland and foreign mails were let to John Manley.

J. 21.—H. 20.—D.N.B.

PRINCE, JOHN, of London. } Submitted essays for the Treasury com-  
PROSSER, R—, of Birmingham. } petition of 1839.

R

RAIKES, HENRY CECIL (1838–1891), politician. P.M.G. 5 Aug. 1886—21 Sept. 1891. He reduced the postage to and from India and the colonies to a uniform rate of 2½d. the half ounce; established telephonic communication with Paris in 1891, and introduced the express messenger service.

See his 'Life and Letters', by H. St. John Raikes, 1898.

RANDOLPH, THOMAS (1523–1590), ambassador. Appointed P.M.G. in 1566 or 1567, and held the office till his death.

J. 3.—H. 7.—D.N.B.—E.B.

RICH, CAPTAIN STEPHEN. Contractor for Irish packets, 1646.

I.M. 40.

REMINGTON, GEORGE. Submitted essays for the Treasury competition, 1839.

RICHMOND, 5th Duke (Charles Gordon-Lennox, 1791–1860). P.M.G. 14 Dec. 1830—15 July, 1834. [Stipple by H. Cook, 1840; after Wilkins.]

J. 413, &c.—D.N.B.—N.P.G.

ROBINSON, HENRY, of London. One of the claimants to the office of Master of the Posts in what is called the 'Battle of the Patents'. He published a pamphlet setting out his claims in 1649, in which he states that he 'settled stages from one end of England to another'.

H. 19.

ROCHESTER, Earl of (Laurence Hyde, 1641–1711). P.M.G. 1685–1689.

J. 43, 429.—D.N.B.—N.P.G.—E.B.

ROGERS, CAPTAIN WILLIAM. In command of the Falmouth packet 'Windsor Castle' in 1807, when she won what was perhaps the most famous of all the packet fights, being attacked by a French schooner, the 'Jeune Richard'. He received a hundred guineas and the freedom of the City



of London. See Plate XXXIV. The action is also depicted in a fine mezzotint by Ward, and an aquatint published by Harris.

P.S. 187.

ROSSE, 2nd Earl (Lawrence Parsons, 1758–1841). Joint P.M.G. for Ireland, 1809–1831 ? Father of the celebrated astronomer. [Stipple by J. Heath, 1810 ; after Comerford.]

H.S. 137.—D.N.B.—E.B.

RUSSELL, 1st Earl (John, 1792–1878), statesman, cr. Earl Russell, 1861. One of the sponsors of the Penny Postage Bill. [Lith. by Martin ; after Lynch.]

R.H. vol. i. 355, &c.—D.N.B.—E.B.—N.P.G.

## S

ST. GERMANS, 3rd Earl (Edward Granville Eliot, 1798–1877), diplomatist. P.M.G. 2 Jan. 1846—14 July, 1846.

H.S. 136.—D.N.B.

SAMUEL, RT. HON. SIR HERBERT LOUIS (1870— ). P.M.G. 21 Jan. 1910—Feb. 1914 and 28 May, 1915—Jan. 1916.

SANDWICH, 4th Earl (John Montagu, 1718–1792). Joint P.M.G. 26 April, 1768—26 Jan. 1771. He was nicknamed ‘Jemmy Twitcher’, from a line in the *Beggars’ Opera*. [Line eng. by Corner.]

H.S. 135.—D.N.B.—N.P.G.

SANDWICH, 5th Earl (John Montagu, d. 1814). Joint P.M.G. 5 May, 1807—6 June, 1814. The Sandwich Islands were named after him.

H.S. 136.—E.B.

SCOTT, JAMES. Submitted essays for the Treasury competition, 1839.

SCOTT, THOMAS ; regicide. P.M.G. for a few months in 1660, but was executed on the Restoration.

E.H. 246.

SCUDAMORE, FRANK IVES (1823–1884), post office reformer and writer. He entered the P.O. in 1841, becoming Receiver and Accountant-General in 1856. He was instrumental in the establishment of the P.O. Savings Bank and the taking over of the telegraphs.

D.N.B.

SEYMOUR, LORD EDWARD ADOLPHUS, 12th Duke of Somerset (1804–1885). M.P. Totnes, 1834–1855. C. of P. 1838. Opposed Rowland Hill’s proposals.

R.H. vol. i. 328.—D.N.B.

SHELVOCKE, GEORGE (d. 1760), writer. Secretary to the G.P.O. 1742–1760.

H.S. 138.—*Gent. Mag.*, 1760, p. 154.

SIEVIER, ROBERT WILLIAM (1794–1865), engraver and sculptor. Submitted a design for the Treasury competition of 1839. Also further designs (in conjunction with E. Scriven, the engraver) to the P.O. in 1841.

P. & W. 275.—D.N.B.



SIKES, SIR CHARLES WILLIAM (1818–1889), projector of post office savings banks. He originally brought the idea forward, and in 1861 Mr. Gladstone carried it into effect.

R.H. vol. ii. 331, 364.—D.N.B.

SINCLAIR, SIR ROBERT, Lord Stevenson (1640 ?–1713), Scottish judge. P.M.G. for Scotland, 1695.

D.N.B.

SKINNER, CAPTAIN JOHN MACGREGOR (d. 1832). Captain of the 'Princess Royal', a Falmouth packet. Fought the 'Aventurier', a privateer of Bordeaux, in June, 1798. Promoted to Holyhead, where he commanded various packets, the 'Leicester' (1800), 'Harlequin' (1824), aflds. the 'Escape'. He was washed overboard and drowned in October, 1832. An obelisk to his memory was erected at Holyhead. His biography was written by James Sparrow.

P.S. 79.—I.M. 135, 138 (portrait).—James's 'Naval History', vol. ii. 207.

SMITH, EGERTON, of Liverpool. } Submitted essays for the Treasury com-  
SMITH, J—, do. } petition, 1839.

SPRING-RICE, THOMAS (1790–1866). Chancellor of the Exchequer, 1835–1839.

He suggested the  $\frac{1}{2}$  oz. limit, and on 5th July, 1839, introduced the Penny Postage scheme. [Stipple by Holl, 1823 ; after Wivell.]

J. 428.—R.H. vol. i. 263.

STANHOPE, JOHN, 1st Baron Stanhope of Harrington (1545 ?–1621). On 20 June, 1590, he was appointed Master of the Posts in succession to Thomas Randolph. Resigned in 1637.

J. 10.—H. 8.

STANLEY, 2nd Baron Stanley of Alderley (Edward John, 1802–1869). P.M.G.

28 Aug. 1860—19 July, 1866. He was unsympathetic to Rowland Hill, which led to the latter's retirement in 1864.

R.H. vol. ii. 361, &c.—D.N.B.

SWIFT, MAJOR. Contractor for Irish packets, 1649.

I.M. 41.

T

TANKERVILLE, CHARLES, 4th Earl (1743–1822). Joint P.M.G. 25 April, 1782—1 May, 1783.

J. ch. xii. See also Bibliography, p. 248.

TAUNTON. See *Labouchere*.

TAYLOR, NATHANIEL. Captain of the packet 'Portland'. Killed in action with a French privateer, 1797.

P.S. 63–67.

TELFORD, THOMAS (1757–1834), engineer. He reorganized the Holyhead road and constructed the Menai and Conway suspension bridges. His *Memoirs* were published in 1838. [Stipple by Meyer, 1832.]

J. 392.—D.N.B.—E.B.—Smiles' 'Lives of the Engineers'.

TENNANT, M— (London). Submitted essays for stamps intended for ' Money Letters ' in 1840.

*Philatelic Record*, Nov. 1881.

THOMPSON, JOHN (1785–1866). The most distinguished wood-engraver of his time. In 1839 he cut in relief on brass Mulready's design for the envelopes and wrappers.

D.N.B.—P. & E.

THOMSON, CHARLES EDWARD POULETT, Baron Sydenham (1799–1841). M.P. Manchester. Governor-General of Canada, 1839. C. of P. 1838. At first an opponent of Penny Postage. [Line eng. by Mote ; after Hayter.]

R.H. vol. i. 287.—D.N.B.

THURLOE, JOHN (1616–1668), Secretary of State. On 3rd May, 1655, Cromwell entrusted him with the control of the posts, both inland and foreign. His office enabled him to seize the correspondence of plotters, and his collection of papers contains hundreds of intercepted letters. For portrait, see Plate II.

J. 27.—E.H. 237, 241.—D.N.B.—E.B.—N.P.G.

THURLOW, EDWARD, 1st Baron Thurlow (1731–1806), Lord Chancellor. As Attorney-General in 1774 he advised the P.O. that they need not deliver letters at the houses of the addressees.

J. 198.—D.N.B.—E.B.—N.P.G.

TODD, ANTHONY (d. 1798). Secretary to the P.O. 1762–1765 and 1768–1798.

J. many ref.—' The King's Post ' (portrait).

TROLLOPE, ANTHONY (1815–1882), novelist and P.O. official. He obtained a clerkship in the G.P.O. in 1834, and was appointed a surveyor for Ireland in 1841. He carried out an inspection of postal deliveries in rural districts for a period of two years throughout the south-west of Great Britain, in which way he obtained much of the information utilized in his novels. In 1858 he went on a postal mission to the West Indies. He claimed the invention of the pillar box. In 1868, though retired from the P.O., he was sent to Washington to negotiate a postal convention, in which he was successful. His autobiography was published in 1883.

R.H. vol. ii. 288.—D.N.B.—E.B.—N.P.G.

TUKE, SIR BRIAN (d. 1545), secretary to Henry VIII. In 1517 he was made ' Master of the King's Posts ', at a salary of £66 13s. 4d. His portrait was painted several times by Holbein.

J. 1.—H. 4.—D.N.B.

## V

VAN DER HEYDEN. Set up a post between Amsterdam and England, commencing 22 June, 1660. His packet set out from Dover to Sluys every Saturday at three in the afternoon, and conveyed passengers.

*Parliamentary Intelligencer*, Aug. 20–27, 1660.

VANSITTART, NICHOLAS, 1st Baron Bexley (1766–1851). Chancellor of the Exchequer, 1812–1822. He insisted on the mail coaches being withdrawn



PLATE XX

*Drawn and engraved by T. W. Harland*







PLATE XXI

LIEUTENANT WAGHORN

*After the picture by Sir G. Hayter in the National Portrait Gallery*





from the roads, which they were temporarily in 1812, and increased the postage rates. [Stipple by Blood, 1817 ; after Owen.]

J. 355, &c.—D.N.B.—N.P.G.

VICKERS, JAMES. Contractor for Irish packets in 1689.

I.M. 63.

VICTORIA, Queen (1819–1901); reigned 1837–1901. She was convinced of the desirability of Penny Postage, and voluntarily gave up her own privilege of franking, as an example.

VIDLER, FINCH. Contractor for the supply of mail coaches. His family held the contract from 1794 to 1835.

VILLIERS, CHARLES PELHAM (1802–1898), statesman. A great Free-trader. He rendered Rowland Hill efficient aid in connexion with the introduction of Penny Postage. C. of P. 1838. [Engraving by Cochrane ; after Du Val.]

R.H. vol. i. 263, &c.—D.N.B.—E.B.

## W

WAGHORN, THOMAS (1800–1850), lieutenant in the navy, and promoter of the overland route to India. His attention was turned about 1824 to the possibilities of steam communication with India. He worked out a system for the regular transit of the mails across the desert and a service of steamers down the Red Sea, establishing a series of caravans, with eight halting places between Cairo and Suez, and made what had been a dangerous path beset with robbers a secure highway. In 1837, in concert with George Wheatley, he organized a shipping business in London, which went under the style of Waghorn & Co., and afterwards became G. W. Wheatley & Co., carrying on the business of general shipping and forwarding agents, under the name of the 'Globe Express'. He is quite inadequately noticed in previous books dealing with the Post Office. There is a statue to his memory at Chatham.

J. 409.—D.N.B.—N.P.G.—See article in *Philatelic Magazine* for Nov. 1st, 1924.

WALLACE, ROBERT (1773–1855), postal reformer. M.P. Greenock, 1832–1846. After repeated applications to Parliament, he succeeded in having a Royal Commission appointed to report on the state of the post. He was chairman of the C. of P. in 1838, and it was due to his casting vote that it was decided to recommend Rowland Hill's scheme to Parliament.

R.H. many ref.—D.N.B.

WALPOLE, GALFRIDUS. Joint P.M.G. 1720 or 1721–1725. [Stipple by Harding, 1802 ; after Gardiner.]

J. 152.

WALPOLE, SIR ROBERT (1676–1745), cr. Earl of Orford, 1742 ; statesman. Prime Minister, 1721–1745. In the course of an inquiry into his administration it transpired that there was a private office in the P.O. under the Secretary of State in which letters were inspected and opened. [Stipple by Robinson, 1836.]

J. 170.—D.N.B.—N.P.G.

WARBURTON, HENRY (1784 ?–1858), philosophical Radical. M.P. Bridport, 1826–1841. C. of P. 1838. He resolutely supported Rowland Hill. [Engraving by Mote ; after Hayter.]

R.H. many ref.—D.N.B.

WARWICK, 2nd Earl (Robert Rich, 1587–1658). He was an active champion of the parliamentary cause in the Civil War. Appointed Lord High Admiral, 1648. Was assigned Witherings' patent as Master of the Posts in 1642, and forthwith entered vigorously into the 'Battle of the Patents'.

J. 21.—H.S. 46.—D.N.B.—E.B.

WATKINS, CAPTAIN. See '*Montagu*', *packet*, App. II.

WATSON, J—, of Leeds. Submitted a design for the Treasury competition, 1839.

WATSON, WILLIAM. Managing director of the City of Dublin Steam Packet Co. for many years. He was indefatigable in improving the Irish mail service.

I.M. many ref. (portrait).

WESTHEAD, J— P—. Submitted designs for the Treasury competition, 1839.

WESTMORLAND, 10th Earl (John Fane, 1759–1841). Joint P.M.G. 19 Sept. 1789—13 March, 1790.

J. 432.—D.N.B.

WHEATSTONE, SIR CHARLES (1802–1875), man of science and inventor. To him is due the credit of having been the first to render the electric telegraph available for messages. [Engraving by Cook ; after a photograph.]

D.N.B.—E.B.—N.P.G.

WHITING, CHARLES FENTON. A prominent printer, of Beaufort House, Strand, London. In March, 1830, he proposed to the postal authorities that stamped covers, which he called 'go-frees', should be employed for franking printed matter. In 1836 he published three numbers of *The Beaufort House Gazette, or Penny Postman*, but had to abandon it owing to the refusal of the P.O. to allow it to pass as a newspaper. He went in for the Treasury competition in 1839, and was one of the four winners. One of his designs was used in a modified form for the envelope stamp. He married the widow of Sir William Congreve, the inventor of the original machines used at Somerset House for embossing stamps, also of a process of compound plate-printing, whereby two or more colours could be used at once; he advocated the latter process for the production of adhesive stamps.

P. & W. 256.—2nd report of C. of P., questions 11, 352 et seq.

WHITLEY, COLONEL ROGER. M.P. for Flint. Deputy P.M.G. under Lord Arlington, 1672–1677.

E.H. 300.—H.S. 134.

WILDE, SIR THOMAS, Lord Truro (1782–1855). Lord Chancellor. M.P., Newark on Trent. He was one of the earliest converts to Rowland Hill's scheme, which he introduced to the House of Commons. He also moved for the appointment of the Committee of 1843 on the dismissal of Hill.

R.H. vol. i. 487, &c.—D.N.B.



- WILDMAN, JOHN ; Major, aflds. Colonel. P.M.G. July, 1689—March, 1690.  
[Etching by W. Richardson, n.d.]  
J. 44.—H.S. 135.
- WILLES, THE REV. DR. EDWARD, Dean of Lincoln. In 1742 he was ‘ Chief Decypherer ’ in the secret office of the P.O. in which letters to or from suspected persons were opened and copied. In August, 1742, he was made Bishop of St. Davids, presumably retiring from the former position.  
L. 157.—J. 171.—H. 46.
- WILLES, SIR JOHN (1685–1761), Chief Justice of the Common Pleas. Declared judgement against the P.O., following Mansfield, L.C.J., in the ‘ delivery penny ’ case of 1774. [Line eng. by Aliamet.]  
J. 200.—D.N.B.—N.P.G.
- WILLIAM III, King (1650–1702) ; reigned 1689–1702.
- WILLIAM IV, King (1765–1837) ; reigned 1830–1837.
- WILLIAMS, W— M—, of London. Submitted designs for the Treasury competition, 1839.
- WILLIAMSON, PETER (1730–1799), author and publisher. When about ten years old he was kidnapped and sold to the American plantations. Returning in 1758, he settled at Edinburgh, where he combined the occupations of bookseller, printer, publisher, and keeper of a tavern, ‘ Indian Peter’s Coffee-room ’. In 1773 he issued the first street directory for Edinburgh, and in 1777 set on foot in that city a penny post, which became so profitable in his hands that when, in 1793, the Government took it over, they allowed him a pension of £25 a year. He published various works, including ‘ Proposals for establishing a Penny Post ’ (Edinburgh, n.d.).  
J. 300.—D.N.B.
- WILSON, THOMAS. Contractor for Irish mails, 1723–1737.  
I.M. 71.
- WINDEBANK, SIR FRANCIS (1582–1646). Secretary of State. Joint P.M.G. with Coke, 1637.  
H. 16.—D.N.B.
- WITHERINGS, THOMAS (d. 1651). He took over the foreign posts in 1632, and the inland in 1635. He set up a regular system for the latter, with charges by distance, which was the foundation of the modern establishment. He was dismissed in 1640. He was buried at Hornchurch, Essex, where there is a memorial tablet to him. Hemmeon says : ‘ His name is without doubt the most distinguished in the annals of the British Post Office.’ The author is hardly prepared to go quite so far as this, but he was certainly in the first flight.  
J. ch. iii.—E.H. many ref.—H. 15, &c.
- WORSLEY, DR. BENJAMIN. He succeeded Thurloe as a farmer of the posts in 1659, but was turned out in 1660.  
E.H. 243.
- WORTHINGTON-EVANS, RT. HON. SIR LAMING, 1st Bart. (1868— ). P.M.G. 1923–1924.



WYLD, JAMES, map publisher, of the Strand, London. Submitted an envelope for the Treasury competition of 1839.

P. & W. 273.

WYON, WILLIAM (1795–1851), chief engraver at the Royal Mint. The head of the first postage stamps was based on his medal commemorating the visit of the Queen to the Guildhall after her accession (see Plate XIII). He also engraved the head for the embossed stamps. In 1839 he sent a design for an adhesive stamp to the Treasury competition.

D.N.B.—P. & E.



*W. Wron, Esq.*

*William Wron* R.A.

*Chief Engraver of Her Majesty's Mint*

*Drawn by Leonard C. Wyon. November 5<sup>th</sup> 1842.*





## APPENDIX II

### AN INDEX OF PLACES AND THINGS CONNECTED WITH POSTAL HISTORY

#### A

**ABNORMAL STAMPS.** A term applied to certain varieties of British stamps which are extremely rare (sometimes to the extent of none being known to have survived), so much so, that they make a complete collection unattainable. They came about in the following manner. Until 1889 the usual practice, when a new plate was made, was for six sheets to be struck off and sent to Somerset House for approval. One was retained (called the 'imprimatur' sheet), and the other five were gummed and perforated, and issued in the ordinary way. In a number of cases it so happened that these varieties were never repeated, either owing to the plate not being required, or in consequence of a change of colour or watermark taking place before it was put into regular service.

For full details of these stamps, see L.P. for March, 1909.

**ACCELERATOR.** A closed omnibus of heavy build, in which postmen were conveyed from the G.P.O. to the commencement of their rounds, about 1840.

**ACCOUNT LETTERS.** See *Controls*.

**ACTS OF PARLIAMENT.** The first P.O. Act was passed in 1657,<sup>1</sup> and was re-enacted in 1660, after the Restoration. The Act of 1711 repealed the earlier ones, and remained in force till 1837. That of 1837 embodied no less than 141 previous ones. The Acts relating to rates of postage (inland) are as follow, the details given for dates previous to 1839 being for a 'single letter' (i. e. one on a single piece of paper only) in England. An enclosure doubled the rate; two trebled it.

1660.	2d.	for 80 miles,	up to 6d.	to Dublin.
1711.	3d.	„	„	6d. „
1765. <sup>2</sup>	1d.	for one post stage,	up to 6d.	to Edinburgh and Dublin.
1784. <sup>3</sup>	2d.	„	„	7d. „
1797.	3d.	for 15 miles,	up to 8d.	above 150 miles.
1801.	3d.	„	„	1s. 7d. above 700 miles.
1812.	4d.	„	„	1s. 5d. „

<sup>1</sup> This is not absolutely the first one dealing with postal affairs, as an Act had been passed in 1654 confirming the appointment of John Manley as Postmaster-General.

<sup>2</sup> The Act of 1765 imposed a death penalty on any one employed by the P.O. who stole a bank note or similar enclosure, also for *stealing a letter*. This punishment was abolished 1835.

<sup>3</sup> The Act of 1784 visited seven years' transportation on a person forging a frank.

1839.	4d.	unlimited distance	(5 Dec. 1839—9 Jan. 1840).
„	1d.	„	(10 Jan. 1840—2 June, 1918).
1918.	1½d.	„	(3 June, 1918—31 May, 1920).
1920.	2d.	„	(1 June, 1920—28 May, 1922).
1922.	1½d.	„	(29 May, 1922— ).

The Acts relating to franking are also of importance. See *Franking*. Mention should also be made of the Act of 1870, which governed the transfer of the telegraphs.

Contemporary copies of the early Acts are difficult to obtain. Besides various individual copies, the author has been fortunate in acquiring two official collections.

1. A 12mo volume of 300 pages, stamped with the royal arms, dated 1793, entitled 'A collection of the Statutes relating to the Post Office'. On the flyleaf it has an old postmark, RAISEN, with 157 (the number of miles from London) below, with 'Post Office' written underneath. It is evidently an official copy supplied for the use of the postmaster.
2. A large 4to volume, in the original calf binding, with clasps, and the royal arms stamped on both covers, which contains copies of the Acts from 1794 to 1815. It is copiously interleaved, and has a manuscript index and many notes, most of which refer to questions of difficulty, coupled with legal opinions thereon.

ADMIRALTY FORMS. Certain of these, on various coloured papers, received impressions of the ½d. newspaper wrapper stamp. Those in the author's collection are all dated 1896–1898.

ADVANCED LETTERS. Those arriving in London on which part of the postage had been paid. Before 1840 they were marked with a crown.

J. 185 n.—H. i. 7 (the latter reference is not clear, taken by itself).

ADVERTISEMENTS. The possibility of utilizing stamps and covers for advertising purposes was realized immediately they appeared, and the question has cropped up since on several occasions. On 25th July, 1840, the first number of the *Post Magazine* was issued (by Wm. Pateman, London). It combined one or two leaves of information and advertisements with a plain sheet for writing a letter on, and was at first sold for 1½d., with a penny adhesive stamp attached. In 1841 it was issued at ½d., afterwards raised to 1d., without the stamp. Many booksellers and other traders made use of the Mulready wrappers to advertise their wares, frequently selling them below the P.O. rate of 1s. 3d. per dozen. Usually the prices were 6d. to 10d. per dozen to advertisers, and 8d. to 11d. to the public. They were issued all over the country. Several gave the numbers of their circulation as 5,000, and one as high as 19,000, but only very few specimens have survived to the present day. (There was an article on the subject in the *British Philatelist*, vol. ix, June, 1916, by A. H. Hinton, followed by a supplementary one in vol. xvi, p. 13).

Some fifty years later the idea was revived, and essays were made for



large covers containing advertisements, to be sold at  $\frac{1}{2}$ d. each, bearing an embossed 1d. stamp. The author has two specimens, with English and Irish advertisements respectively. The issue was not allowed. Attempts were also made to do the same thing with postcards. The author has one with advertisements arranged like a frame round the back, sold at a farthing each; used at Birmingham, 1st December, 1888; also an unused 'SPECIMEN' card called the 'Insurance Postcard', by virtue of which £100 would be paid for a fatal railway accident to the person signing it.

About 1887 Messrs. Pears applied for permission to have 'PEARS SOAP' printed on the backs of the stamps, and essays exist of the  $\frac{1}{2}$ d. orange and 1d. lilac so decorated, but the suggestion was vetoed.

After the stamp booklets had been in use for a few years, the Post Office came to the conclusion that advertisements need not be considered beneath its dignity, and included them on blank pages. In 1924 they actually invaded the watermarked paper.

AIR POSTS. Letters were carried experimentally for a week, 9th–16th September, 1911, between London and Windsor, with special postmarks. A special obliterating mark, of the 'ring' type, containing the number R34 at the foot, was made for letters carried by the 'R34' on her Atlantic flight in 1919. In 1920 regular aeroplane services were set up between London, Paris, Brussels, and Amsterdam. The letters are distinguished by a blue 'Air Mails' label.

'ALADDIN'. Irish steam packet, 230 tons. Stationed at Holyhead, 1824; taken off 1834. At Milford, 1836.

'ALERT'. Dublin packet, lost with all on board, 26 March, 1803.

ALLAN LINE. A line of steamers which began running from Liverpool to Canada in 1853. Some of them received special obliterating marks in December, 1859.

ALPHABET. This term, in Post Office parlance, was applied to a rack in which letters were placed to be called for. Philatelically, it refers to the general types of check letters on the early 1d. and 2d. stamps, increasing progressively in size, as follows:

I. 1840–1852. 1d. Plates 1 to 131. 2d. Plates 1 to 4.

II. 1852–1855. 1d. Plates 132 to 204, R1 to R14; 1d. Die II, 1 to 21, R15, R16. 2d. Plate 5.

III. 1855–1864. 1d. Die II, 22 to 49, 52 to 68, R17 to R20. 2d. Plate 6.

IV. 1856 (not issued till 1860). 1d. Die II, 50 and 51. This type was engraved by hand, the others being punched.

B. vol. i. 64.

'AMAZON'. Mail steamship, burnt in the Bay of Biscay, 4 Jan. 1852. Over 100 passengers were lost.

AMERICA. See *North and South America*.

'ANGLO-SAXON'. Canadian mail-packet, Allan line. Obliterator B29.

ANNE'. Irish packet boat, lost 1706.

'ANTELOPE'. Falmouth packet, about 1793. She was engaged in a



celebrated action with the 'Atalanta', a French privateer, in that year, described in H.S. Appendix C. See also *Curtis, Capt.*, and *Kempthorne, Capt.*, in Appendix I.

P.S. 45, 60.

A.R. Acknowledgement of receipt. See *Registration*.

'ARROW'. P.O. steam packet (Dover), 1836; 155 tons.

ASCENSION. Naval station, 1815–1922. British stamps were used here for many years, without overprint. There was no obliterator, the date-stamp being used. On Sept. 13th, 1922, it was given up by the Admiralty, and subsequently a regular issue of stamps appeared.

'AUCKLAND'. Irish packet, 83 tons, 1801. Taken off 1806.



Fig. 1.

AUTOMATIC MACHINES. A machine in which you inserted the letter and a penny was in use at the chief office in London from 25 January until August, 1912. It applied the mark shown in Fig. 1. About this time penny-in-the-slot machines came widely into use for the supply of stamps, for which purpose the latter were issued in rolls.

'AVA'. Mail steamer, wrecked April, 1858. Special 'wreck' postmark.

'AVOCA'. P. and O. steamer, 1,284 tons. Obliterator C79, 1866.

## B

BANKERS' PARCELS. The conveyance of these by post was legislated for in 1824. They were only to contain banknotes, and had to weigh more than 6 oz., the charge being one-fourth the ordinary rate, assimilated to the other postage rates in 1840. Special crown-shaped marks were used.

H. ii, Nos. 148 and 149.

'BANSHEE'. Irish steam packet, 672 tons; sent to Holyhead, 1848.

BECHUANALAND. Taken under British protection in 1885. British stamps and stationery with the name overprinted have been in use since October, 1887, the overprints at first being 'BRITISH BECHUANALAND', the word 'Protectorate' being added the following year, while in 1897 it was altered to BECHUANALAND PROTECTORATE.

BELFAST. On 16 July, 1849, two mail services were set up from Belfast, to Greenock, and to Fleetwood. For special postmarks used on the service, see H. ii, Nos. 573 and 574.

BELLS. These were employed by the letter carriers of Povey's suppressed halfpenny post of 1708. The Post Office adopted the idea, which became general throughout the kingdom, being given up in London in 1846, surviving in Dublin until Sept. 1859.

J. 121, 123.

'BESSBOROUGH'. Irish packet, 70 tons, 1772. Captured and held to ransom by the French, 1780.

'BILLS OF MORTALITY'. An expression often used in connexion with the London posts. The bill of m. was an official return of the deaths (later, of the births also) in a certain district; such a return began to be published weekly by the London Company of Parish Clerks in 1592 for 109 parishes in and round London; hence this district, the precise limits of which were often modified, became known as 'within the bills of mortality'.

BLIND LETTERS. Those which are undeliverable owing to the illegibility or incompleteness of the address.

BOARD OF AGRICULTURE FORMS. Certain forms which had to be filled up by the public, and returned by post, received impressions of the 1d. wrapper stamp, both Victorian and Edwardian. About 1912 the crown and 'official paid' mark was substituted.

BONELLI'S ELECTRIC TELEGRAPH COMPANY LIMITED. This company was incorporated in 1861, to work a system invented by Bonelli, but it never came into action. An issue of stamps was prepared, but of course was not used. They are not uncommon.

P. & W. 346.

BOOK POST. This was established early in 1848, the rate being 6d. per pound, lowered in 1855 to 1d. per 4 oz. On 1st October, 1870, it became the 'Newspaper and Book Post' ( $\frac{1}{2}$ d. for 2 oz.). In 1904 the name was changed to 'Halfpenny Packet Post', the  $\frac{1}{2}$ d. rate being abolished temporarily in 1921. 'Book Packets' are now called 'Printed Papers'.

BOOKLETS OF STAMPS. These were introduced 16 March, 1904. For a detailed account of the various issues, see articles by A. H. Thompson in the *British Philatelist* for Aug. and Sept. 1915, Dec. 1917, and Oct. 1921; also 'The Stamps of Great Britain, 1911-1921', by Stanley Phillips, and 'British Books of Stamps and Rolls', by W. Ward, 1925.

BOOKS. See App. III (a).

BRILL, THE. Port in Holland to which the early packets ran from Harwich. Now called Brielle.

'BRITANNIA'. The first Cunard liner; a paddle steamer of 2,050 tons. She made her maiden voyage from Liverpool, 4th July, 1840.

BRITISH EAST AFRICA. The B.E.A. Company was founded in 1888, and taken over by the Government in 1895. British stamps overprinted were issued in May, 1890, and superseded by a regular issue in October of the same year.

BRITISH TELEGRAPH COMPANY. Formed by an amalgamation in 1853, and merged with the English and Irish Co. under the name of 'British and Irish' in 1857. Issued two stamps.

P. & W. 332.

BRITISH WEST INDIES. A post office was established in Jamaica in the reign of James II. Letters were first carried to the 'Plantation Islands', as they were called, by private ships, but on the outbreak of the war of 1702 a packet service was instituted. It was, however, discontinued



a few years later, and only established permanently in 1745. British stamps were used in the West Indies from April, 1858, to the middle of 1860. Obliterators, commencing with A01, were sent out to the various islands in April, 1858. See also *Jamaica*.

**BROADSIDE.** A sheet of paper printed on one side only, much used in the sixteenth and seventeenth centuries for proclamations, advertisements for the discovery of criminals, 'last dying speeches', &c.

**BYE LETTERS.** (Occasionally called 'way letters'.) Letters to towns lying either on the main roads, or near them, which did not pass through London. The first 'bye posts' were ordered to be set up in 1683, between market towns and the nearest post towns.

## C

'**CARADOC**'. Irish steam packet, 676 tons. Sent to Holyhead 1848.

**CARICATURES.** The opportunities offered by the Mulready covers in this direction were eagerly taken advantage of. A full and interesting account of the various productions of this nature is given in 'The Mulready Envelope and its Caricatures', by Major E. B. Evans, 1891. Some of them were drawn by distinguished artists of the day, such as Leech, 'Phiz' (H. K. Browne), and the Doyles. There are a number of imitations about, most of which can be distinguished by the fact of their bearing the name of the lithographer, 'F. Deraedemaeker', or 'F.D.R. lith.' Serious imitations of the Mulready have been occasionally employed, for which see *Illustrated Envelopes*. The issue of the Postal Jubilee envelope in 1890 gave another opening to the caricaturists. One skit was produced by Harry Furniss, and another published by Elliot. The latter was promptly suppressed, as it bore the legend 'Postage One Penny'. The author also possesses a South African one in black, headed 'Matabele Postal Jubilee'. A Mulready caricature unknown to Major Evans is shown on Plate XXIII.

'**CARNATIC**'. P. & O. mail steamer, lost in the Gulf of Suez, 13 Sept. 1869. A few letters were recovered about three months afterwards. They bear a slip on which is printed 'Recovered from wreck of Carnatic'.

**CARRIERS.** Carriers' wains, or wagons, began to ply on fixed routes about 1564. They were sometimes called 'flying wagons', the speed of flight being about ten to fifteen miles per day. They gradually formed a network of communication all over the country, and, right down to the railway era, were the means whereby the great bulk of the merchandise of the country was conveyed, on routes where water-carriage was not available. They were frequently called stage-wagons. At first they formed the natural channel for a large proportion of the comparatively small number of letters written. In Witherings' scheme of 1635 they were made an exception from the monopoly, under the restrictions that the carrier was to confine himself to his usual beat, and was not, for the sake of collecting or delivering letters, to lag behind nor to outstrip his





PLATE XXIII

An unchronicled Mulready caricature



cart by more than eight hours. Matters were left thus until the Act of 1711, which laid down the law as it stands now, namely, that a 'common carrier' may only take charge of letters concerning goods in his cart, and these without payment. The penalty was £5 per letter, and £100 for every week during which the practice was continued; nevertheless, smuggling letters by the carriers was rampant down to the days of Penny Postage, as may be seen in evidence before the Select Committee of 1837. The extent of the system of carriers throughout the country that existed prior to the railway era is shown by this evidence to have been vast. One London carrier who was examined before the committee employed 400 people and 700 horses, sending his wagons as far as Leeds, York, and Norwich. The wagons went right through with relays of horses every twenty miles; they used to deliver 200 miles off the third morning after starting, travelling day and night. Another worked through from London to Falmouth, taking the inside of a week on the road. For a description of a journey in a stage-wagon, see Smollett's 'Roderick Random'. Old pictures and prints of the wagons are to be found, but now with some difficulty.

A carrier's token is shown on Plate XXIX (1).

CERTIFICATES OF POSTING. See *Receipts*.

CHANNEL ISLANDS. Post established 1794, from Weymouth. It was advertised in *The Sun* for Feb. 10th of that year.

J. 312.

CHARITABLE INSTITUTIONS. Prior to 1840, a number of charities were allowed to send letters free under the 'frank' of the Secretary to the P.O., which consisted of his name printed. There was also an arrangement under an Act of 1819 permitting Irish charities to send notices within Ireland at 1d. per dozen. The latter system seems to have been changed about 1831, when the Irish P.O. was united to the English. Hendy's references to the subject are rather confused and incomplete. The author has an Irish one of 1822 which was free, with the name 'F. Freeling', printed; an English one of 1839, also free, with 'W. L. Maberly', and an Irish one of 1838 without the Secretary's name, but passing under a special uniform rate of 2d. (unsealed).

H. i. 37, 149, 164.

CHECK LETTERS. The letters placed in the corners of British stamps down to 1880, varying with the position on the sheet.

CHESTER. Was an alternative to Holyhead for the Irish mails in the seventeenth century.

'CHESTERFIELD'. (1) Falmouth packet, 1795. Commanded by Captain R. L. Jones. There is an aquatint by N. Pocock, depicting her rescuing the crew of a sinking ship.

(2) Another, or the same, 1814. See *Furze, Capt.*, App. I.

P.S. 287.

'CHEVALIER'. Steamer belonging to David Macbrayne, Ltd., plying on



the west coast of Scotland. Special obliteration, 'Gk. & Ardrishaig Packet Chevalier' (1901).

'CHINA'. (1) P. & O. steamer, 2,010 tons. Obliteration B16, 1859.

(2) The first screw Cunarder, built 1862. Obliteration B61.

'CINDERELLA'. Irish steam packet, 234 tons. Stationed at Holyhead, 1824. Renamed 'Cuckoo' when taken over by the Admiralty in 1837.

CIRCULAR DELIVERY COMPANIES. In 1865 the 'Edinburgh and Leith Circular Delivery Co.' was organized by Robert Brydone to carry circulars and small parcels. Adhesive stamps of the value of a farthing were issued in a number of types. A rival firm, Clark & Co., started the next year, also issuing a stamp. Similar enterprises were set up in Glasgow, Dundee, Aberdeen, and Liverpool, all of which issued stamps of a farthing or a halfpenny, or both. In 1866 operations were extended to London, and the Post Office began to take alarm. After using three different titles in which the word 'London' appeared, another being 'Metropolitan Delivery Co.', the promoters of these companies became still more ambitious, and formed the 'National Circular Delivery Co.' The P.O. then invoked the law, and put a stop to these undertakings, all of which had issued stamps, some having since been extensively reprinted or forged. (See R.H. ii. 405 n.—H. ii. 125.—P. & W. 227.)

In December, 1889, a company was established in London calling itself the 'Court Bureau', undertaking various kinds of agency business, including the collection of letters on Sundays, which they posted outside the London radius, to secure delivery by the first post on Monday morning. In 1890 they issued stamps of the values of 1d., 1½d., 3d., 6d., 1s., 2s. 6d., 5s., 6s., and 10s., one of which, the 5s., has not been previously chronicled, and is shown in No. 2, on Plate XXIX. The company failed, and was wound up in 1891. See P. & W. 227 et seq.—H. ii. 125.—Article by T. H. Hinton in the *British Philatelist* for March, 1917.—Also 'Law Times Reports', *Circular Delivery Co. v. Clare*, vol. 20, p. 701.

CITY OF DUBLIN STEAM PACKET COMPANY. Commenced operations in 1819.

Obtained contract for part of the Irish mails (from Liverpool), 1838–1848.

Contracted for the whole of the Holyhead mails in 1850. The company no longer exists, the mails being now taken by the L.M. and S. Railway Co.

CLERKS OF THE ROADS. In the seventeenth century the kingdom was divided into six 'roads', each of which had a clerk in the London office who sorted the letters and taxed them with the appropriate postage. Afterwards they were assisted by 'sorters'. In addition to their salaries, they had the privilege of franking newspapers. In 1764 this power was conferred on Members of Parliament, and in 1825 newspapers were allowed to pass free inland. In 1829 the clerks of the roads, although no longer in a specially privileged position, were still dispatching about a tenth of the newspapers, but were finally prohibited from doing so from 5th April, 1834.

J. many ref.—See also *Newspapers*.

'CLERMONT'. Irish packet, 70 tons; 1772–1801.

COLLEGE STAMPS. The Universities of Oxford and Cambridge had the right to convey the letters of their members locally from early times, a privilege which was recognized by the Acts of 1657 and 1711. Between 1870 and 1886 eight colleges at Oxford and three at Cambridge employed stamps at various times, but their use was finally abandoned in consequence of pressure from the Post Office. The following were the colleges in question :

Oxford		Oxford	
Keble	1871	All Souls	1884
Hertford	1875	Balliol	1885
Merton	1876	Cambridge	
Lincoln	1877	Selwyn	1882
Exeter	1882	Queen's	1883
St. John's	1884	St. John's	1884

See 'The College Stamps of Oxford and Cambridge', by the Rev. Hayman Cummings, 1904; and a pamphlet of 1921 by F. A. Bellamy.

COLLIERY OWNERS' LETTERS. See *North Eastern Railway Company*, and *Stockton and Darlington Railway*.

COLLINS LINE. See *Cunard Line*.

H. ii, Figs. 350, 351, 366.

'COLOMBO'. P. & O. mail steamer, 2,107 tons; built 1853. Wrecked on Minicoy Island, 400 miles west of Ceylon, in November, 1862. No lives lost. Mails recovered. Special 'wreck' postmark.

H. ii, No. 374.

'COLUMBA'. Steamer belonging to David Macbrayne, Ltd., plying on west coast of Scotland. Special postmarks: duplex, 'Columba Steamer Greenock' with obliterator 163; also large round obliteration, 'Gk. & Ardrishaig Packet Columba'.

'COMET'. P.O. steam packet, 300 tons (Liverpool), 1826 and 1836.

COMMEMORATIVE ISSUES. See *Exhibitions* and *Jubilee*.

'CONNAUGHT'. Irish mail steamers. See *H. & K. Packet*, and Plate XXVI.

CONSTANTINOPLE. Army p.o. from Nov. 1854. Opened to the public Sept. 1857. Closed 1st Oct. 1914; reopened the beginning of 1919, and closed again 27 Sept. 1923. The first obliteration used at the army p.o. was a crown between two stars, superseded by one with O\*O sent out in March, 1855. For use on civilian letters an obliterator 'C' was sent out in August, 1857. About 1895 the number K66 was allotted there.

CONTROL LETTERS. The precise signification of these, sometimes called 'account letters', has never been explained. They consisted at first of letters introduced on the margins of the 1d. stamps in 1884, and extended to the ½d. in 1887. In 1904 a figure was added, which evidently indicates the year of printing, and early in King George's reign the system of letters and figures was extended to all the values up to and including 1s.

CONVENTION POSTS. See *Fifth Clause Posts*.

CONWAY BRIDGE. A suspension bridge built by Telford for the Holyhead road, 1826.







## D

‘DARTMOUTH’. Irish packet, 70 tons ; 1772.

DATE STAMP. See *Postmarks*.

DEAD LETTERS. This was a term applied to letters the addressee of which could not be found. When letters were usually posted unpaid, the subject was of considerable importance to the Post Office. The ‘Dead Letter Office’ was established in 1784. It went through a variety of different names, as shown by the covers and envelopes used for enclosing returned letters. The earliest in the author’s collection, dated 1816–1830, bear the subscription, ‘Returned Letter Office’. From 1834 to 1855 it is ‘Dead Letter Office’ ; 1855–1857, ‘Dead Letter Branch’ ; 1857–1866, ‘Returned Letter Branch’ ; 1867–1913, ‘Returned Letter Office’, and later, ‘Returned Letter Section’.

No charge was made for letters returned to the writers until 1790, when Palmer began to do so, but was stopped by Pitt, who questioned the legality of the practice. About 1814 the Post Office again began to make a charge, returning all letters, whether of any apparent value or not. A large proportion used to be taken back and paid for, but there was no law to compel the sender to pay until 1847, when one was passed making it compulsory, in consequence of the operations of Joseph Ady, q. v., App. I.

J. 307, 360.—H. ii. 39.

‘DELTA’. P. & O. steamer, 1,618 tons (paddle). Built 1859. The first British ship to enter the Suez Canal. Sold to Japan in 1874, and renamed ‘Takasago Maru’. Posted as missing in 1906, and discovered at Saghalien in 1913, locked in the ice. Obliteration B12, 1859.

DEPUTY. Old name for postmaster (as late as 1839).

DICKINSON PAPER. This paper, made by John Dickinson & Co., had silk threads incorporated with it, in order to make forgery difficult. It was employed for the samples of the covers recommended for use in the London District Post by the Commissioners of P.O. Inquiry of 1837, contained in their Ninth Report, for the Mulready covers and envelopes, and for the P.O. issues of envelopes down to 1855. In April, 1841, a few sheets of 1d. stamps were printed on this paper, but the idea of using it for adhesives was abandoned.

Ninth Report of P.O. Inquiry, p. 64.—P. & W. 166.—‘Postage Stamps in the Making,’ p. 9.—‘The Firm of John Dickinson and Company, Limited’, Chiswick Press, 1896.

‘DOLPHIN’. P.O. steam packet, 327 tons ; Liverpool, 1826 and 1836.

‘DOTEREL’. Packet. See ‘*Escape*’.

DOUBLE LETTERS. See *Single Letters*.

DOVER. Packet station for continental services since the sixteenth century.

‘DRAGON’. Irish steam packet, 234 tons ; sent to Holyhead 1827. Renamed ‘Zephyr’ by the Admiralty in 1837.

DUBLIN. The earliest Irish packets ran here. In 1796 they landed at the

‘Pigeon House Dock’. In 1818 they were transferred to Howth. Postmarks were used at a very early date in Dublin, the first one in the author’s collection being 18 May (1710). It was the only place besides London to have special marks for franked letters.

‘DUBLIN’. Irish packet, 1806.

‘DUKE OF MARLBOROUGH’. Falmouth packet, 1804–1814. She fought a very celebrated action against H.M.S. ‘Primrose’ in 1814 under a mistake. See *Bull, Capt.*, and *James, Capt.*, App. I.

P.S. 128, 184, 274, &c.

‘DUKE OF MONTROSE’. Falmouth packet, about 1806–1813. See *Blewitt, Capt.*, and *Dyneley, Capt.*, App. I.

P.S. 135, 240.—Also, the same name, an Irish packet, 98 tons, 1806–1821.

DUPLEX MARK. See *Postmarks*.

## E

‘EARL GOWER’. Falmouth packet, 1801. See *Deake, Capt.*, App. I.

P.S. 98.

‘EARL OF BESSBOROUGH’. Irish packet, 1763. Probably the same as ‘*Bessborough*’, q. v.

‘EARL OF LEICESTER’. Falmouth packet, 1808. See *Hammond, Capt.*, App. I.

P.S. 26.

‘EBLANA’. Irish mail boat, 653 tons. One of the City of Dublin Steam Packet Co.’s boats for the Holyhead contract, 1850.

ELECTRIC TELEGRAPH COMPANY. Founded in 1846; afterwards known as the ‘Electric and International Telegraph Co.’ It issued a considerable number of stamps, all bearing the first title, and was acquired by the P.O. in 1869.

P. & W. 318.

‘ELLORA’. P. & O. steamer, 1,573 tons. Obliterator No. 29 in diamond was lent temporarily 25 August, 1860. She therefore probably used one of the mailboat numbers of unknown allocation.

ENGLISH AND IRISH MAGNETIC TELEGRAPH COMPANY. Formed in 1851, and merged in the ‘British and Irish Magnetic T. Co.’, 1857. Issued a number of stamps under both titles. Acquired by the P.O. 1870.

P. & W. 331.

ENVELOPE. Before 1840 these were very seldom used, as the fact of an enclosure would have involved double postage, except in the case of a franked letter. The earliest example in the author’s collection is dated 1832. Mr. Dickinson, in evidence before the Select Committee in March, 1838, speaks of the ‘new fashioned envelopes, with the four corners of the paper meeting under the seal’. (First Report, question 2,413.) As soon as it was permitted to enclose a letter in a cover without the charge being increased, they came rapidly into favour, many stationers registering their own designs. An interesting early one had an ornamental





PLATE XXIV





embossed wreath forming a frame for the stamp, with a crown above it, and the word FREE on a scroll below. A particularly good form was registered by Henry Tuck, of Aldersgate, 28th May, 1840, with the flap at the end, so that the stamp would overlap it. This idea does not seem to have 'caught on' until 1893, when it was adopted for registered envelopes. The flaps of the early envelopes were not gummed, but had to be fastened with a seal or wafer. The use of gum was suggested by Captain Basil Hall, in a letter of 31st Dec. 1840, to Rowland Hill, but the P.O. envelopes were not supplied with this useful feature until 1850. There is a beautiful little envelope of the modern shape in the British Museum (Egerton MS. 39, fol. 27). It is on cream laid paper with pointed flaps, measuring  $4\frac{7}{8}$  in. by 3 in., with an ornamental border of conventional flowers printed in red and green, and a similar border round the seal. It enclosed a letter from Madame de Pompadour to the Duchesse d'Aiguillon. It is not dated, but appears to be 1761. (Madame de Pompadour died in 1764.) The letter is on a double sheet of paper with an ornamental border of the same kind.

'ESCAPE'. Irish steam packet, 234 tons; sent to Holyhead 1826. Renamed 'Doterel' by the Admiralty in 1837.

ESPIONAGE. The original object of the Government monopolies in respect of letters and post horses was not so much profit, but in order that the State might keep an eye on the communications of disaffected or suspected persons. About 1718 a regular department was set up in the Post Office for opening and inspecting letters. In 1742 this became known outside, and there was a great stir in Parliament. At that time, Dr. Willes, Dean of Lincoln, was the head of the office, called 'Chief Decypherer'. By the Act of 1711 an express warrant in writing was required before opening a letter—apart, of course, from those which could not be delivered—but these warrants seem to have been very common, and were unrecorded. At various State trials evidence was tendered which had been obtained in this way. In 1806 and after, a record was kept of all warrants. In 1844 there was another outburst of public indignation on the subject, on account of the opening of the letters of Mazzini, during the Home Secretaryship of Sir James Graham (q. v.), who became the object of popular execration in consequence. The law, however, remained unaltered, and is no doubt found useful occasionally.

L. ch. ix.—J. 170.—H. 46.—E.B. vol. 22, 181.

ESSAY. A specimen of a proposed stamp or cover, &c., which was not adopted. For information respecting British examples, see P. & W. 256 et seq.—*Philatelic Record* for Nov. 1881.—L.P. 1895, p. 130; 1910, p. 285; 1917, p. 183; 1922, pp. 117, 134.—B. vol. i. 4.—A valuable paper was read on the subject by Colonel A. S. Bates before the Twelfth Philatelic Congress of Great Britain in June, 1925, and is published in the report of the Congress. A book would be welcome.

'ETNA'. P.O. steam packet, 300 tons; at Liverpool 1826 and 1836.

'EUROPEAN'. Union Steamship Co.'s packet, lost off Ushant in December, 1877. The mails were recovered, damaged by sea water. Seven pounds weight of diamonds were found loose in the mailbags.

'The Royal Mail', p. 101.—P.M.G.'s 24th Report.

EXHIBITIONS. There have been numerous special postmarks for the principal exhibitions, the earliest being a date-stamp for the Great Exhibition of 1851. That of 1862 had a special duplex mark, shown in Fig. 2. Besides a special postcard and envelope, the Penny Postage Jubilee of 1890 had its own postmarks, and of late there has been a yearly issue for the Philatelic Congresses. The British Empire Exhibition at Wembley was also the occasion for special issues of stamps, stationery, and postmarks, 1924 and 1925.



Fig. 2.

'EXPEDITION'. Falmouth packet, about 1705.

J. 90, 94.

'EXPERIMENT'. Sailing boat carrying mails between Guernsey and Alderney. Wrecked 16 March, 1850, the master and eight passengers being drowned. The mails were washed ashore and dried.

H. ii. 88.

'EXPLANATORY STAMPS'. See *Postmarks*.

EXPRESS LETTER. A letter carried by a messenger who travelled for the express purpose; in early days sometimes called a 'flying packet'. A special 'way-bill' accompanied each letter. The practice of sending letters by this means, which was fairly common among those who could afford it, lost its advantages when mail coaches became general. The derivation of the term as applied to fast trains is obvious. The modern express letter service began 25 May, 1891, being extended to an international system 1 Aug. 1892. The letters are distinguished by a red label.

L. 233.—J. 182, 233.

## F

FALMOUTH. Packet station, established 1688 for the Spanish mail boats; afterwards becoming the chief one. It was taken over by the Admiralty in 1827.

P.S. many ref.; also J.

'FAWKENER'. Falmouth packet, 1759. See *Jones, Capt.*, App. I.

P.S. 21.

FERNANDO Po. Taken over by the British in 1827, and used afterwards as a naval station in connexion with the suppression of the slave trade. It has since been reclaimed by the Spanish. In 1874 an obliterating number (247) was assigned to it, and British stamps were used till about 1880.

'FERRET'. P.O. steam packet, 110 tons; Dover, 1836.

'FIREFLY'. P.O. steam packet, 110 tons; Dover, 1836.



**FIRMS' NAMES.** (*a*) on adhesives. In 1867 permission was given to a few large firms to have their names printed on the backs of the stamps. This was done by the printers, before gumming, for the following :

J. & C. Boyd, Feb. 1867.

W. H. Smith & Son, April, 1867.

Copestake, Moore & Crampton, Nov. 1867.

Great Eastern Railway, Oct. 1873. (G.E.R.)

Those most often met with are the 'Copestakes', which include many plates of the  $\frac{1}{2}$ d. and 1d.; the  $1\frac{1}{2}$ d. and 2d., also 3d., 6d., and 1s.; in each case printed in the colour of the stamps. The other names are only found on the 1d. and 2d. The same arrangement was made in Jan. 1870 by the Oxford Union Society (*q.v.*). A considerable number of firms appear to have applied their own names, as they were printed over the gum. The practice was abandoned in favour of perforated initials, under a patent of J. Sloper & Co. (1867).

(*b*) On envelopes. In July, 1857, an arrangement was brought into effect whereby envelopes and wrappers could be embossed at Somerset House with a circular band inscribed with name, &c., surrounding the stamp, the ring being clamped to the die. There were four types. Type I had the inscription in cartouches (author's specimen, Smith Elder & Co., 4d.). Type II, which is the rarest, had the name between two white circles, 2 mm. apart (J. F. Pawson & Co., 1d., Feb. 1859). Type III had the inscription larger, circles 3 mm. apart. Type IV resembled the last, but had not the inner white circle. Rings of a similar nature were also applied privately by a few firms; these cases can usually be detected by the colour differing from that of the stamp, and by lack of concentricity.

B. vol. i. 168.—P. & W. 198.

**FIFTH CLAUSE POSTS**, also called **CONVENTION POSTS**. These were local posts, set up under the 5th clause of the Act of 1801, differing only in details from the penny posts. At first they were successful, but received rather a severe blow in 1807, when it was laid down that franked letters and newspapers, which had to pay the charges of the penny posts, were to pass free by the 5th clause posts. There were only 52 in 1839, the largest group being in the Potteries district, radiating from Newcastle-under-Lyme.

J. 332, 350.—H. i. 121.

**FISCAL STAMPS.** Certain Inland Revenue stamps were admitted to postal use from 1st June, 1881, of the value of 1d.; and up to 2s. 6d. from 1st Jan. 1883.

**FLAG.** In 1696 it was arranged for letters to be collected from ships arriving in London by a boat, which carried a flag bearing the device of a man on horseback blowing a posthorn. A hundred years later the packets sailing from Dover and Harwich, in order to save their being stopped by British privateers and men-of-war, carried a 'post boy jack', which consisted of the Union Jack charged with a mounted post boy.

J. 74.—‘The Royal Mail’, 96. The illustration given in the latter work is evidently incorrect, as it does not accurately represent the Union Jack of that (or any) period.

‘FLAMER’. P.O. steam packet, 165 tons; Weymouth, 1836.

FLEETWOOD. Packet station. See *Belfast*.

FOREIGN, or STRANGERS’, POST. During the sixteenth century there were large numbers of foreigners resident in London. Their business relations with the cloth markets of the continental cities made them desirous of a better and speedier postal system than was afforded by the royal posts, more especially in the days when the latter only carried private letters as an act of grace. The foreign merchants of London therefore obtained permission to set up a system of posts of their own to the Continent, which was also largely used by English merchants, in spite of their dissatisfaction at its being carried on by aliens. This system was put an end to by a Proclamation of 1591, which forbade any but the royal posts to carry letters to the Continent. A similar arrangement was brought into vogue about 1628 under Billingsley (q. v.), called the ‘Merchant Adventurers’ Post’, which disappeared when Witherings took the posts in hand in 1635.

H. 6, 11.—Stowe’s ‘Survey of London’, vol. ii, p. 502, edn. of 1755.

FOREIGN POST OFFICE. This branch of the G.P.O. was called ‘Foreign Office’ in early times, the first postmarks, which were introduced at the end of the eighteenth century, bearing that title. Afterwards it became known as the ‘Foreign Branch’ for many years. It is now called ‘Foreign Section’.

H. i. 39.—H. ii. 54.

‘FORTESCUE’. Irish packet, 1768.

FORWARD LETTERS. A term originally applied to letters going through London and beyond. In 1856 the definition was ‘inland letters, which, coming from one Head office to another Head office, have to be forwarded to a third Head office’.

FORWARDING OFFICE. A term applied to certain post towns which were selected on account of their central position, where the mail coaches stopped for half an hour or so while sorting operations were carried on.

L. 231.

FRANCE. Although the history of the French Post Office is outside the boundaries of this work, some notes on its similarities to, and in some cases, its anticipations of, our own institution, will perhaps not be thought out of place.

Like ours, the arrangements for the carrying of letters, first set up for those of the Government, were closely allied with the transport of travellers. A royal declaration of 1678 conferred a monopoly on one Lazare Patin; forbidding all other persons to carry letters or closed packets of letters, on pain of a fine of a hundred livres for each offence; one-third to go to the hospital nearest to where it was committed, one-third to the informer, if any, and the remaining third to the said Patin.



Our Dockwra had been anticipated in Paris ; indeed it is probable that he more or less modelled his undertaking on ' La Petite Poste de Paris ', but he omitted the feature of stamped covers or bands.

This post was set up in 1653 by de Velay. It, however, fell into disuse, and was revived by de Chamousset in 1759. The postmen carried bells. The following is partly translated, partly abridged, from an ' Instruction ' for the public on the subject.

Notice is given to those who wish to write from one quarter of Paris to another, that their letters will be faithfully carried and delivered at their address, and that they will have a prompt reply, provided that when they write they put with their letters a label (*billet*) which will be inscribed ' port payé ', because money will not be taken ; the label will be attached to the letter, or put round it, or inserted in it, or put in such other manner as is found convenient, provided the postman can see it and remove it easily.

These '*billets de port payé*' were sold at a sol each (about a penny). Three reasons are assigned for their use, which are interesting ; firstly, that since promptness is the chief object of the establishment, it could not be obtained if the letter carriers had to wait for payment ; secondly, since one generally writes more for one's own business than for that of others, it is more just that the writer should pay the postage than the recipient, and if a reply is desired, another '*billet*' can be enclosed. The third reason is that since many people write to persons whom they would not wish to pay the postage, such as solicitors to counsel, and employers to their workmen, &c., it will always be necessary that some letters should be prepaid, which would never be so faithfully carried as those on which postage was owing. But in this case they will be all of one kind, and moreover easier to deliver.

The letters were not to be posted at offices, but dropped into boxes, numbers of which were to be placed in each quarter, so that there would be no house which was not quite near one. They were to be cleared three times a day. There were also postmarks, being circles containing a letter denoting the '*bureau*' (of which there were nine), and a figure allotted to the official who dealt with the letter.

Returning to the general post ; a tariff was laid down in 1704, in accordance with distance, but instead of specifying the actual length of the journey, the rates from Paris to each town were given. Envelopes were not so severely penalized as over here, a single sol only being added to the rate for a '*lettre simple*'.

As in England, the post was farmed in the eighteenth century. The revolutionary government copied Palmer's idea, since in 1791 the National Assembly ordered 120 mail coaches to be built, painted black or dark green.

Following our Penny Post, a uniform postage of 20 centimes was established on 1st January, 1849, by decree of the Second Republic. Stamps were issued, their use for prepaid letters being compulsory.

The postal arrangements during the Franco-Prussian War, in which some seventy balloons were employed, together with pigeons and other devices, are of great interest. The balloon and pigeon posts were commemorated by about a hundred medals.

The history of the French Post Office is to be found in the '*Histoire de la Poste et du Timbre-poste, depuis leurs origines jusqu'à nos jours*' ,



par Arthur de Rothschild, Brussels (J. B. Moens ; 2 vols., 1st and 2nd editions, 1873 ; 3rd, 1876 ; 4th, 1879) ; and a magnificent quarto volume entitled ' Étude sur les Messageries et les Postes d'après des documents métalliques et imprimés ', by Ch. Florange, 1925.

A collection illustrating the postal history of France would be of extraordinary interest, in many respects far surpassing a British one.

' FRANCIS FREELING '. Sailing packet, Liverpool. Reputed to be the finest vessel of its kind afloat. She foundered in a gale, Sept. 1826.

FRANKING. This was a privilege accorded to the ' chief officers of state ', i. e. ministers, at all times, unrestricted as to weight, and to members of both Houses of Parliament under various restrictions which were gradually increased. At first members merely had to sign their names, but the privilege only existed during a session, and for forty days before and after, with a weight limit of 2 oz. While the King received the postal revenues it was regulated by royal warrants, but as soon as he ceased to do so, it had to be legislated for, and an Act was passed in 1764 defining the position, and laying down in addition the requirement that the whole address must be written by the member, and that letters addressed to a member were only to be free if directed to his place of residence or to either House of Parliament. By an Act of 1784 they had to be dated in words. (If dated in figures, they were charged with postage.) The weight and time limits were removed. In 1795 the weight was limited to one ounce. Members had to be within twenty miles of the town of posting on the day of, or before, posting. Only ten might be sent, and fifteen received, in a day. In 1834 it was enacted that franked letters should be charged immediately on a dissolution. By the Penny Postage Act franking was abolished, except as regards purely official correspondence. Franking did not free letters from the charge for delivery, where it existed, nor from those of the penny and twopenny posts, except in the case of those of the P.M.G.'s, which had special postmarks, ' To be delivered free '.

The abuses of the franking system are almost unbelievable. At one time they were freely bought and sold. One man alone is said to have counterfeited 14,400 in five months !

For the revival of the privilege in favour of King Edward VII, see *Royal Letters*.

J. 131, 189.—H. 159 et seq.—H. i. 29 et seq.

' FURY '. P.O. steam packet, 106 tons ; Portpatrick, 1836.

## G

GAZETTEER. One which is extremely useful in discovering the position and character of places is ' The Survey Gazetteer of the British Isles ', by J. G. Bartholomew, published by George Newnes, Ltd., 1904. Its only fault is its age.

GENERAL POST OFFICE. Accounts of the exact situation of the London P.O. in early times are somewhat conflicting. But the places where it was



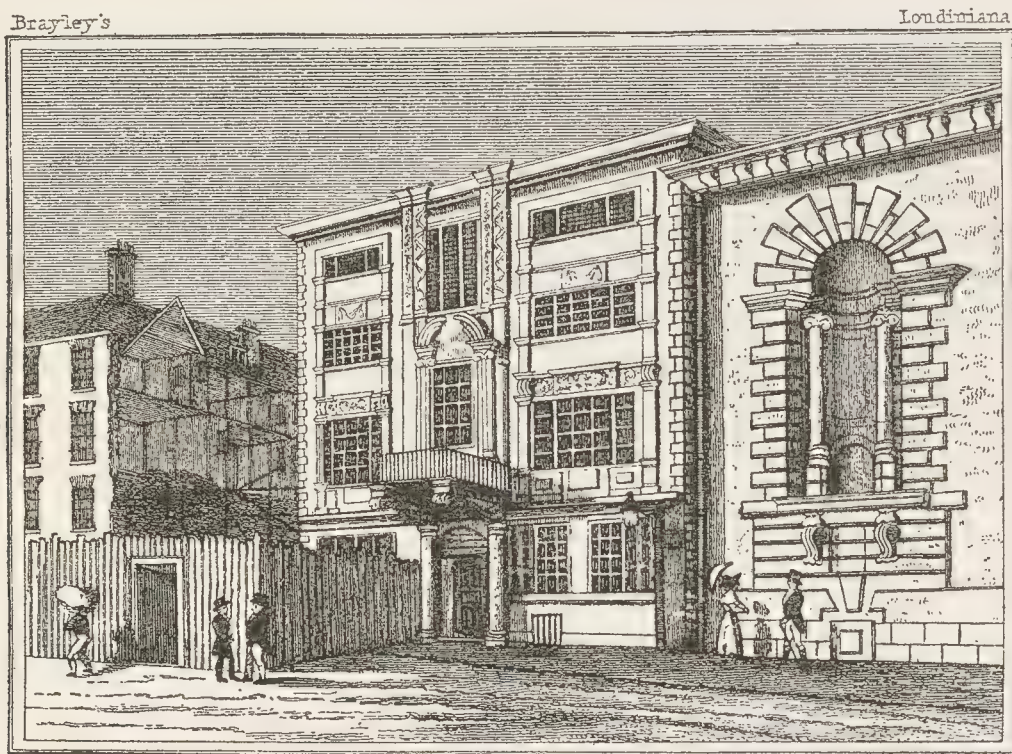
PLATE XXV

The General Post Office, Lombard Street, in 1809





located for considerable periods were, first in Cloak Lane, near Dowgate Hill, whence it was removed in the first half of the seventeenth century to the Black Swan in Bishopgate Street, where it was at the time of the Great Fire. From March, 1678, it was at the mansion of Sir Robert Viner in Lombard Street, next to the church of St. Mary Woolnoth, where it remained until its removal to St. Martins le Grand in 1829. About 1793 it was enlarged by taking in two houses adjoining, which belonged to the Drapers' Company. Fig. 3 shows it at this precise juncture. In Sept. 1829 the G.P.O. at St. Martins le Grand was opened. It was superseded



GENERAL POST OFFICE, LOMBARD STREET, ABOUT 1793.

Thos. Hurst, Edw. A. Chance & Co. London.

Fig. 3.

in 1910, the business being transferred to King Edward Street, and the building being pulled down. There are a number of beautiful coloured prints of it, imitations of which are common. There is also one of a mail coach starting from Lombard Street.

J. 39, 295, 410.—E.H. 283.—H. i. 52.—See also an article, 'The old home of the Post Office', 'St. Martins le Grand', vol. i, pp. 78, 149, 232.

GIBRALTAR. Taken by Sir George Rooke in 1704. Ordinary British stamps were used here from Aug. 1857 to the end of 1885. An obliterator 'G' was sent out in Aug. 1857; 'A26' in Feb. 1859. The p.o. was transferred to the local administration, 1st June, 1896.

'GLEANER'. Packet. See '*Gulnare*'.

GOLD COAST. British registered envelopes with overprint were used from 1888 to about 1904. Three obliterations in the English series were assigned here in 1875 and 1879, namely, 554, 556, and B27.

- 'GRACE'. Irish packet boat (a 70-ton 'dogger'). Captured in 1692 when at anchor in Dublin harbour by two French privateers.
- 'GRANTHAM'. Falmouth packet, 1797. See *Bull, Capt.*, App. I. P.S. 72.
- 'GREAT EASTERN'. A huge steamer, which ran her trial trip in 1859; 27,384 tons displacement. In 1865 she was employed to lay the Atlantic cable, the one and only task in which she acquitted herself well. She was broken up in 1888, when the skeleton of a missing riveter was found in one of the compartments of her double bottom. See 'The Atlantic Telegraph', by W. H. Russell (Day & Son, 1865).
- 'GREAT LIVERPOOL'. P. & O. mail steamer, 1,600 tons, 450 h.p. Started running from England to Alexandria in 1840. She was wrecked in March, 1846. Special 'wreck' postmark.
- 'GRENADIER'. Steamer belonging to David Macbrayne, Ltd., plying on west coast of Scotland. Special obliterating number 666, used in the ring type. Also large obliterator, 'Greenock & Ardrishaig Pkt. Grenadier'.
- GROYNE, THE. A name formerly applied by the English to Corunna, the Spanish port used by the Falmouth packets.
- 'GULNARE'. Irish steam packet, 300 tons. Sent to Holyhead 1834, and renamed 'Gleaner' by the Admiralty in 1837.

## H

H. & K. PACKET. This was the name applied by the P.O. to four celebrated steamers, the property of the City of Dublin Steam Packet Co., which took the Holyhead mails for many years, from 1860 on. They were paddle steamers of 2,000 tons, with sorting offices on board, and were named 'Ulster', 'Munster', 'Leinster', and 'Connaught'. They were replaced by new twin-screw boats of the same names in 1896 and 1897. At one time they used the obliterating number 186 of Dublin. Plate XXVI is from one of a set of four coloured lithographs, after pictures by R. B. Beechey.

I.M. 177, 183, 202.

- 'HAMPDEN'. Irish packet, 1763-1768.
- 'HARLEQUIN'. Irish steam packet, 234 tons. Stationed at Holyhead 1824; renamed 'Sprightly' by the Admiralty in 1837.
- HARWICH. A packet station was established here in 1686 for the service to Holland, the port on the other side being 'The Brille', now Brielle. Harwich was closed as a packet station about 1834.
- HEAD POST OFFICE. One which exchanges bags with a metropolitan office. It is a comparatively modern term, corresponding very closely with the 'post town' of earlier days, q. v.
- 'HILLSBOROUGH'. Irish packet, 70 tons, 1772-1801. Captured and ransomed in 1780.





PLATE XXVI

H.M. Mail Steamer 'Connaught' entering Kingstown harbour  
*From a picture by R. B. Beechey*





'HINCHINBROOKE'. Falmouth packet, 1814. See *James, Capt.*, App. I and Plate XV.

P.S. 283.—H.S. 49.

HOLYHEAD. The principal packet station for Ireland. The mail thereby was made a regular one in 1598. It suffered a temporary eclipse in the years 1838–1848, owing to the opening of the London and Birmingham Railway, in consequence of which the mails were sent by Liverpool, but it resumed its former importance when the Chester and Holyhead Railway was completed.

HOWTH. A village seven miles from Dublin, which was the packet station (formerly at Dublin itself) from 1818 to 1834, when it was transferred to Kingstown. A lighthouse was erected there, and was completed 17 March, 1814.

'HUNGARIAN'. Canadian mail packet, Allan line. Wrecked off Cape Sable, Prince Edward Island, in Feb. 1860; all on board drowned. Obliterators B27 and B28, 1859.

# I

ILLUSTRATED ENVELOPES. Imitations of the Mulready envelope, not intended to ridicule it, and therefore not coming under the head of caricatures (q.v.), have been employed at various times. Among them are those by the proprietors of 'Whitaker's Almanack', first used in 1868, of which there are three varieties; by Maury, the stamp dealer of Paris; by a Spanish firm; while there is a recent issue, with the figures shaded, published by Ward of Lytham.

There is another interesting class of envelope, issued for purposes of propaganda on various subjects, such as Free Trade, Ocean Penny Postage, Abolition of Slavery, Universal Peace, and Temperance. There were also two intimately connected with the Post Office, bearing on the subject of Sunday letters. Most of these envelopes were issued round about 1850, but the 'Free Trade' one, illustrated in Plate XXVII, appeared in 1844, or earlier. See *Burritt, Elihu*, App. I. An account of these envelopes will be found in Major Evans's 'The Mulready Envelope and its Caricatures'. He, however, omits the one shown here.

'IMPRIMATUR' SHEETS. One of the first sheets from a plate, without perforation or gum, retained in the archives.

'IONA'. Steamer belonging to David Macbrayne, Ltd., plying on the west coast of Scotland. Special postmarks; combination ring with 163 at foot, also large obliterator, 'Gk. & Ardrishaig Packet Iona'.

IRELAND. Regular posts were set up to Ireland in 1598, via Holyhead and via Bristol, former temporary posts having been given up some years before. The Irish Post Office was made a separate establishment on 2nd Aug. 1784, and reunited to the English, 1831. So far as Southern Ireland is concerned, it was separated once more, 1st April, 1922.

'IRELAND'. Irish steam packet, built 1885. The fastest of all the paddle steamers.

IRISH FREE STATE. See *Southern Ireland*.

ISLE OF MAN. Post established in 1767, from Whitehaven.

'IVANHOE'. Steamer built for the City of Dublin Steam Packet Co., 1819; 165 tons. Bought by the P.O. in 1822, and stationed at Holyhead. Ceased running in 1827.

Also, the same name, P.O. steam packet, given in list as 158 tons; Weymouth, 1836. Very likely the same boat.

## J

JAMAICA. Surrendered by the Spanish to Great Britain in 1655. A p.o. was established in the reign of James II. It was transferred to the local administration, 1st Aug. 1860, up to which date British stamps had been used since April, 1858; the obliterator A01 was sent out at the latter date, A27 to A79 on 1st Feb. 1859, followed at intervals by a few others.

See 'The Jamaica Post Towns', a pamphlet by the Rev. C. S. Morten, 1923; and an article by the author in *Stanley Gibbons' Monthly Journal* for March, 1925.

'JAMES'. Irish packet boat, 1706.

JUBILEE. The Jubilee of Penny Postage was celebrated in 1890 by conversaziones at the Guildhall on May 16th, and at South Kensington Museum on July 2nd. A special postcard was issued at the Guildhall bearing the arms of the City of London and a 1d. stamp, in carmine. At South Kensington an envelope was sold, containing a correspondence card bearing the portrait of Rowland Hill, all in blue; special obliterations being provided at both places. A full account of the celebrations was published officially in the form of an 8vo volume. A medal struck to commemorate the occasion is shown on Plate XXIX (3).

JUBILEE LINE. A term used by collectors for the coloured lines on the margins of stamps, first introduced in 1887. They were employed to prevent the edges of the plates being worn by pressure, and were at first continuous. Frequent breaks were afterwards made, in order to allow air to escape which was otherwise trapped.

## K

KERMODE. See *Rolls of Stamps*.

'KING GEORGE'. Falmouth packet; captured about 1793 by the French, and taken into Brest. See 'The Royal Mail', p. 93.

KINGSTOWN. Irish packet station from 1834. Originally called 'Dunleary', the name was changed after a visit of George IV in 1821. A century later it became 'Dun Laoghaire'.

## L

'LADY EMILY'. Falmouth packet, wrecked near Bermuda about 1813. P.S. 245.

'LADY HARRIET'. Falmouth packet, captured by a French privateer, Nov. 1799. P.S. 87.





PLATE XXVII

A 'Free Trade' envelope, 1844



'LADY HOBART'. P.O. packet, 1803. In June she captured a small French schooner. On the 28th, collided with an iceberg and sank. The company crowded into the boats, and after much privation, landed at St. John's, Newfoundland, on July 4th (aquatint).

'LADY MARY PELHAM'. Falmouth packet. Fought, in company with the 'Montagu', with the 'Globe' of Baltimore in Oct. 1813.

P.S. 235, 254, 261.

'LADY NEPEAN'. Falmouth packet, 1807. See *Deane, Capt.*, App. I.

P.S. 168.

'LAPWING'. Falmouth packet, 1813. See *Furze, Capt.*, App. I.

P.S. 267.

LARNE. The mail service to Stranraer was established Sept. 1st, 1891.

'LE DE SPENCER'. Irish packet, 70 tons; 1772.

'LEICESTER'. Irish packet; Holyhead, about 1800. Taken off 1806.

'LEINSTER'. Irish mail steamers. See *H. & K. Packet*.

LETTER BILL. See *Way Bill*.

LETTER CARDS. First issued 12 Feb. 1892.

LEVANT. British stamps were issued with overprints for various post offices, 12 March, 1885; stationery from 1893. Three obliterations were allotted. The offices were closed during the war, and again, 27 Sept. 1923.

'LIGHTNING'. Packet. See '*Royal Sovereign*'.

'LITTLE CATHERINE'. A packet hired in 1814. Captured by a French frigate, 'Le Sultan'. For the story, which is curious and interesting, see P.S. 295.

LIVERPOOL. An Irish mail service was set up from here in 1826 with four steamers. In 1838, on the opening of the London and Birmingham Railway, this place became the sole mail route to Ireland, from London. The Holyhead route was not fully reinstated until 1848, after the Chester and Holyhead Railway had been built. During this period, 1838-1848, the Admiralty boats running from Liverpool to Ireland were supplemented by a contract service running at night by the City of Dublin Steam Packet Co.

In 1840 Samuel Cunard obtained the contract for carrying the American mails, and Liverpool became the port for them, instead of Falmouth.

LIVERPOOL AND MANCHESTER RAILWAY. This line, the first railway in the modern sense of the term, was opened on the 15th September, 1830, and began to carry mails on November 11th of the same year.

'LLEWELLYN'. Irish steam packet, 671 tons. Sent to Holyhead 1848, and purchased by the City of Dublin Steam Packet Co. when they obtained the contract for the Irish mails in 1850.

'LOFTUS'. Irish packet, about 1796-1806.

LONDON DISTRICT POST. See *Penny Post (London)*.

LONDON DISTRICT TELEGRAPH COMPANY, LIMITED. Established 1859. Issued stamps 1862-1869, when it was transferred to the P.O.

P. & W. 341.

'LORD TREVEN'. Irish packet, 1768.



## M

**MAIL COACHES.** These were devoted primarily to the carriage of mails, and were only allowed a strictly limited number of passengers. They were introduced in 1784, at the suggestion of John Palmer (q.v., App. I). They used to start from certain inns,<sup>1</sup> where they collected their passengers, and then drove to the General Post Office to pick up the mails. In 1839 they all left the latter place at 8 p.m. on week days and 7 p.m. on Sundays.<sup>2</sup> They were always exempt from tolls in England, but in Scotland only until 1813, and in Ireland never. During George III's reign a parade of mail coaches took place on his birthday. Numerous beautiful prints exist depicting them in all sorts of places and circumstances.

L. 91.—J. many ref.—‘Forty Years at the P.O.’—‘On the track of the Mail Coach.’—‘Coaching Days and Coaching Ways’, by W. Outram Tristram.—‘Stage Coach and Mail in days of yore’, by C. G. Harper, also a number of interesting books by the latter author dealing with particular roads.

‘MALABAR’. Mail steamer, wrecked Jan. 1861. Special ‘wreck’ postmark.

**MALTA.** Taken into the British Empire, 1814. Ordinary British stamps were used here from Sept. 1857 to the end of 1884. An obliterator ‘M’ was sent out at first, ‘A25’, in Feb. 1859. The p.o. was transferred to the local authorities 1 Jan. 1885.

**MALTESE CROSS.** By rights, this term has no claim for inclusion here, since

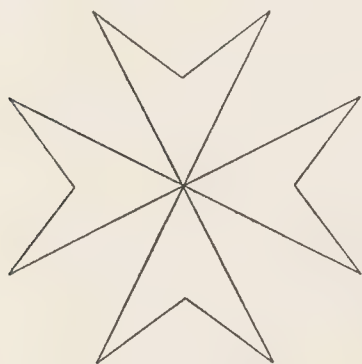


Fig. 4.

the British P.O. has never utilized it in any way. But the expression is so frequently misused in connexion with British stamps that it is advisable to give an illustration showing what a Maltese Cross really is. The term is applied exclusively to the particular cross shown, with eight sharp points. The correct heraldic name for any cross in which the arms become broader as they leave the centre, whether formed by straight lines, as in the watermark of the high value stamps of 1878, or by curved ones, as in the first type of

obliteration, is ‘cross paté’.

<sup>1</sup> The most celebrated and widely used of these were the

Bell and Crown, Holborn.

Belle Sauvage, Ludgate Hill.

Bolt in Tun, Fleet Street.

Bull and Mouth, St. Martin's Le Grand.

George and Blue Boar, Holborn (see *Tokens*).

Gloucester Coffee House, Piccadilly. (Now the Berkeley Hotel.)

Golden Cross, Charing Cross.

Saracen's Head, Snow Hill.

Spread Eagle, Gracechurch Street.

Swan with Two Necks, Lad Lane (see *Tokens*).

White Horse, Fetter Lane.

<sup>2</sup> Hendy (vol. i, p. 26) states that they carried no letters on Sundays.





PLATE XXVIII

THE MAIL COACH

*This plate, engraved in 1803 by Fittler, after G. Robertson, was dedicated to John Palmer*





1



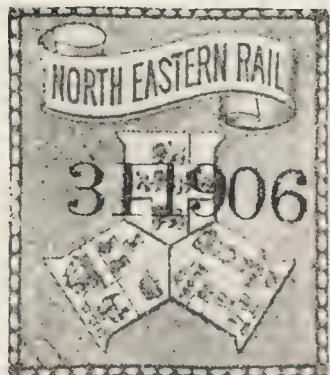
2



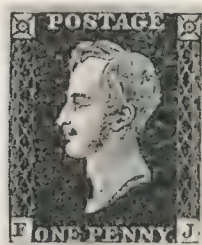
3



4



5



6



7



‘MANCHESTER’. Falmouth packet about 1813. See *Elphinstone, Capt.*, App. I.

P.S. 242.

‘MANSBRIDGE’. Falmouth packet, 1704.

J. 94.

‘MARY ANNE’. Falmouth packet, 1813. See *Caddy, Capt.*, App. I.

P.S. 243.

MEDALS. The author only knows of four connected with postal history (apart from those awarded at philatelic exhibitions, which are innumerable). The most important is the one by Wyon commemorating Queen Victoria’s visit to the Guildhall on 9th November, 1837, from which the head on the first stamps was taken, and which has been illustrated in Plate XIII. The Postal Jubilee medal of 1890 and one relating to the overland route to India are shown opposite.

The fourth is a crude affair in white metal. *Obverse*, head of Rowland Hill. SIR ROWLAND HILL K.C.B. FOUNDER OF THE PENNY POSTAGE 1840. *Rev.* coat of arms. Inscription: ‘Born at Kidderminster 1795. Buried at Westminster Abbey, 1879. Statue unveiled at Kidderminster by the Mayoress Mrs. H. R. Willis Jan. 22nd. 1881. Deo Juvante arte et industria floret’ (Daniels collection).

MENAI BRIDGE. A fine suspension bridge built by Telford for the Holyhead road; completed Jan. 1826. There are several good prints of it.

MERCANTILE COMMITTEE. A committee of merchants of the City of London, formed in 1838 to promote the interests of Penny Postage. Mr., afterwards Sir, Henry Cole was the secretary. They issued altogether some seventy publications of various kinds, a list of which is given in ‘Fifty Years of Public Life’, vol. ii, p. 105; also in H. ii, Appendix F.

R.H. many ref.

MERCHANT ADVENTURERS’ POST. See *Foreign or Strangers’ Post*.

‘METEOR’. One of the first two Irish steam packets, 189 tons; engined by Boulton and Watt. Sent to Holyhead, 1821; transferred to Milford, 1824.

METER MACHINES. Machines for franking letters without stamps, and automatically keeping account of the postage. They came into use, with distinctive types of impressed stamps, in 1922.

‘MEXICAN’. Steamer of 4,660 tons, belonging to the Union Steamship Co. Sunk in April, 1900, two days out from Capetown, in collision during a fog with the transport ‘Wingfield’, which took off the passengers and crew. Special ‘wreck’ postmark.

MILFORD HAVEN. Packet station for Ireland. The boats ran to Waterford, commencing in April, 1787.

J. 249; but see I.M. 131.

MONEY LETTERS. See *Registration*.

MONEY ORDER OFFICE. This office was established in 1792 for facilitating the transmission of small sums by means of orders drawn on the postmasters. It was a private affair, conducted by a few P.O. servants, calling

themselves 'Stow & Co.' Their correspondence was allowed to pass free. The undertaking was incorporated into the G.P.O. in 1838.

J. 421.—L. 94.

'MONTAGU'. Falmouth packet. Attacked near Madeira by an American privateer schooner, the 'Globe', on 3 Nov. 1813, which she repelled. The mails, however, were sunk, and Captain Norway killed. The master, Watkins, took command, and was promoted to be captain. For another action in which she was engaged, see *Hartney, Capt.*, App. I.

P.S. 239, 258.

'MOOLTAN'. P. & O. steamer, 2,257 tons. Obliteration B56, 1859.

'MORGIANA', H.M. brig. See *Cunninghame, Capt.*, App. I.

P.S. 246.

MOROCCO AGENCIES. British stamps were issued with overprints for use in post offices in Morocco from 1 Jan. 1907; stationery from 1908.

MULREADY ENVELOPES AND COVERS. These came into use 6 May, 1840, but were not favourably received by the public, and were superseded by envelopes with embossed stamps early in 1841. They were designed by William Mulready, R.A. (q. v.), and engraved on a brass block by John Thompson (q. v.), from which electrotypes were made. See *Caricatures*.—'Fifty Years of Public Life', p. 62.—'The Mulready Envelope and its Caricatures.'—L.P. 1917, August et seq.

'MUNSTER'. Irish mail steamers. See *H. & K. Packet*.

MUSIC. See *Postal Titles*.

## N

NATIONAL TELEPHONE COMPANY, LIMITED. Formed in 1889 as an amalgamation of several smaller companies. It issued a series of stamps which were suppressed by the Post Office. The telephones were taken over by the latter at the end of 1911.

NAURU. At one time administered with the Marshall Islands by Germany. It surrendered to a vessel of the Australian navy in Sept. 1914. At first Australian stamps overprinted for the 'N.W. Pacific Islands' were used. British stamps with overprint NAURU were issued in October 1916 (earliest known date, the 7th), and superseded by a regular issue in 1924.

'NAVAL STATIONS'. Until recently a number of obliterations such as A80 to A99, and others, were supposed by philatelists to belong to naval post offices, from the circumstance of their usually occurring on letters coming from sailors on duty out in the East. These numbers were discovered by the author, in the course of researches at the G.P.O. in 1922, to have been assigned to mail boats. Most of the letters taken on board would naturally have their stamps already obliterated, so that these marks only occur on those actually posted on board ship. It was the practice of men-of-war, when a mail boat was sighted at sea, to signal her to stop, and send on board all letters which were ready. These letters usually bore the stamp of the ship, although sometimes they were not obliterated



N<sup>o</sup>. 1. £. 1. POST OFFICE, Cambridge 1829

At sight PAY the Person, according to my Letter of Advice,  
the Sum of one Penny Value received,  
of John Claver and place the same  
to the Account of the Money Order Office.

To the Postmaster

of Chelmsford

W. R. P. Postmaster

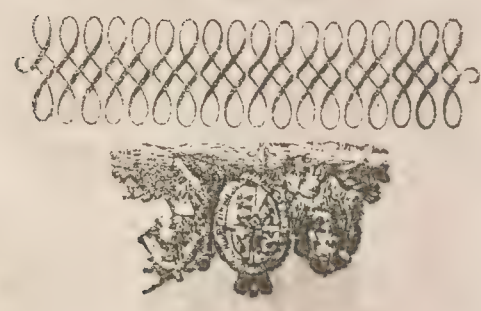


PLATE XXX

A money order of 1829





until arriving in London, where they received impressions of certain obliterations belonging to the Foreign Branch, which have also been erroneously described as belonging to naval stations. The ship obliterations were sent out accompanied by a mark with the word 'REGISTERED' in a curve, with a crown above it,<sup>1</sup> but there were no date stamps.

The only genuine naval stations were Ascension and Fernando Po. See L.P. January, 1923. (In this article B51 is a misprint for B61.)

NEWSPAPERS. The history of British newspapers may be said to commence with the *Weekly News*, first published in 1622. In 1712 a duty was imposed on them, of a halfpenny on papers of half a sheet, and a penny on such papers as ranged from a half to a whole sheet, collected by means of impressed stamps. The tax was increased from time to time, but was reduced to 1d. in 1836, and abolished altogether in 1855.

A 'newspaper office' was created by Palmer about 1785, in which they were dealt with separately from letters. From the first establishment of the Post Office the 'clerks of the roads' (q. v.) possessed the privilege of franking newspapers. By post the 'gazettes', as they were called, would have cost 4d. to 6d. each; the clerks of the roads supplied them at 2d. This arrangement was not without its advantages to the Post Office, for many postmasters served for little or no salary, in consideration of their being allowed to receive 'gazettes by the office frank'. The Franking Act of 1764 allowed newspapers to go free which bore the signature of a Member of Parliament on the outside, or were directed to a member at any place of which he had given notice to the P.O. in writing. This privilege was enormously abused by members registering addresses wholesale, a proceeding which cut at the roots of the privilege of the clerks of the roads, who were at that time reaping a profit estimated at £8,000 a year, the greater part of which was not appropriated by them, but applied to pensions and the augmentation of meagre salaries. Eventually the pensions, &c., were taken over in part by the State. The law relating to the franking of newspapers, lenient though it was, was practically disregarded. During the early part of the nineteenth century the Post Office permitted them to pass whosoever wrote the name of the member, even going so far as to allow it to be printed! In 1825 an Act was passed abolishing the necessity for them to bear a member's name, giving them absolutely free postage inland, so far as the general post was concerned. In 1834 all P.O. officials were forbidden to sell newspapers. By an Act of 1836 it was laid down that all newspapers which had paid the stamp duty, then reduced to 1d., were to go free, except those passing only by the Twopenny Post, and those posted and delivered within the same town, in which cases 1d. was charged. But the paper had to be posted within seven days of publication, to be open at both ends, and to contain no writing beyond the address. The following year a penalty of three times the letter postage was imposed for any irregularity. When Penny Postage

<sup>1</sup> See H. ii, Nos. 142 and 394.

came in, they were still allowed, in consideration of the tax, to pass free through the post, subject to the above conditions. On 1st July, 1855, the tax was abolished, but the postal privileges could be retained by continuing to have them stamped, which was then done for such papers as were intended for transmission by post. After this date, therefore, the stamps became purely postal in character. All the newspapers employed the same types as they had been in the habit of using for purposes of the tax, except *The Times*, *Illustrated London News*, and *Stamford Mercury*. Those of the 'general' type, which were all alike, except in that they bore the name of the paper, were impressed in red, and were of the values of 1d. and 1½d. (A similar one with value ½d., intended for supplements, was dropped when the stamps lost their fiscal character, and became postal.) They were in use until 30 Sept. 1870. The stamps on the three papers which did not use the general type were in black. Illustrations are given in P. & W., p. 221, and details of the dies on p. 224.

On 1st October, 1870, the ½d. rate for newspapers came in, and stamps were given up by all except *The Times* and *Stamford Mercury*, which made use of ½d. stamps of a special design, with obliterations all printed at once, on such papers as were sent direct to the G.P.O. and the head p.o. in Stamford respectively. In 1878 the latter paper gave up the stamp, and used wrappers with an ordinary ½d. impressed stamp, which were obliterated at the newspaper office with a special mark.

After the abolition of the tax in 1855 the railway companies began to carry unstamped newspapers at cheap rates, issuing adhesive stamps of their own for the purpose, which, however, need not be discussed here, as they were altogether independent of the Post Office. It may be remarked that the latter's monopoly of carrying letters did not extend to newspapers.

J. many ref.—H. 48, 167, 170.—P. & W. 213 et seq.—H. i. 38.—H. ii, ch. iv. See also *Prices Current*.

NEWSPAPER WRAPPERS. First issued 1st Oct. 1870, with figures denoting the date integral with the stamp, which were almost immediately replaced by three rosettes.

NIGERIA. A portion of this territory was called 'Oil Rivers Protectorate' from 5 June, 1885, till 12 May, 1893. British stamps and postcards overprinted with the latter title were in use from July, 1892, until late in 1893, when they were superseded by a regular issue. At certain coast towns ordinary British stamps were used down to about 1900.

NORTH AMERICA. Posts were set up in February, 1692, by a grant from the crown to Thomas Neale, whose representative in America was Andrew Hamilton. The United States system was of course separated from the British on the Declaration of Independence in 1776. Canada, which became British in 1763 (except Hudson's Bay territory, Newfoundland, and Nova Scotia, which we had obtained in 1713), remained under the British P.O. for many years.



‘NORTH AMERICA’. Canadian mail packet, Allan line. Obliteration B17, 1859.

‘NORTH BRITON’. Canadian mail packet, Allan line. Obliteration B18, 1859.

NORTH EASTERN RAILWAY COMPANY. A system of conveying single letters by train on this line has been permitted for many years, although it is a distinct exception to the monopoly of the Post Office, who are said to have tried to stop it, but failed. It dates back to the days when the railway was the ‘Stockton and Darlington’, i. e. prior to 1863, at any rate. It is confined to the letters of colliery owners. The stamp, which is shown on Plate XXIX (5), is impressed in blue on buff envelopes, square and foolscap. The control numbers run up to huge figures. They cost just under 1d. each. They are clearly differentiated from the ordinary newspaper and parcel stamps, because intended for letters, and are of considerable interest in view of the position with respect to the postal monopoly, and may very likely have actually preceded the Post Office issues. See *Stockton and Darlington Railway*.

## O

OCEAN PENNY POSTAGE. During the eighteenth century this was actually in existence, though unofficial. Bags were hung up in the coffee-houses by the masters of ships bound for America, and any letter dropped into them was carried for 1d. if single, or 2d. if double, increased at some time to 2d. as a minimum. By the Ship Letter Act of 1799 and subsequent legislation this practice was forbidden; the rates imposed by the P.O. being much higher. See *Ship Letters*.

From about 1847 to 1851 a movement was set on foot by Elihu Burritt (q. v., App. I) in favour of the charge for letters oversea being reduced to a penny, but without effect. See *Illustrated Envelopes*. Some forty years later the agitation was renewed, chiefly due to the efforts of Sir J. Henniker Heaton. Between 1898 and 1905 penny postage with the colonies came in, and with the U.S.A. in 1908, until the rates again had to be increased on account of the Great War.

‘OFFICIALLY SEALED’ LABELS. These seem to have been introduced some time in the ’seventies, for closing up letters found open or torn. The author’s earliest specimen, measuring  $4\frac{1}{2}$  in. by 2 in., is not dated. The next one, which is only  $2\frac{1}{4}$  in. by  $1\frac{1}{2}$  in., is postmarked 19 July, 1881.

OFFICIAL OVERPRINTS. The first of these was I.R. OFFICIAL on the 1d. lilac, issued 27th Sept. 1882. Eventually there were seven of them. All were discontinued 12th May, 1904.

OIL RIVERS. See *Nigeria*.

‘OTTER’. Packet. See ‘*Wizard*’.

OVERLAND ROUTE. See *Waghorn*, App. I. Early letters bore a mark, ‘Care of Mr. Waghorn’, in an oval.

OVERPRINT. See *Surcharge*.

OXFORD UNION SOCIETY. In 1859 this society received the unique privilege of being allowed to have their initials printed on the face of the stamps, which was done on penny stamps until 1870, when they had to be placed on the back. The desirability of marks of identification was due to the fact that the society stamped the letters of its members, a practice which has only recently been given up.

B. vol. i. 168 ; vol. ii. 153.

## P

PACKET LETTERS. See *Ship Letters*.

PACKETS. Boats commissioned by Government to carry letters. (In very early times the official mail bag was also called the 'pacquet'.) In 1827 the Falmouth packets were taken over by the Admiralty, all the rest following in 1837. A report, dated 1836, gives a list of twenty-six steamers belonging to the Post Office, at six packet stations. The management was restored to the P.O. on 1st April, 1860, but by that time the work was all being carried on by contractors.

The orders to the packets were, when attacked, 'to run while they can, fight when they can no longer run, and throw the mails overboard when fighting will no longer avail'. See also *Steam Packets*.

P.S.—I.M.

PAMPHLETS. See App. III (b).

'PANDORA'. Falmouth packet (sailing) in the early 'forties. [Coloured lithograph, by Day & Son.]

PARCEL POST. Came into operation 1 Aug. 1883. For a condensed table of the varieties of labels, see p. 138.

PARLIAMENT ENVELOPES. Issued 16 Jan. to 5 May, 1840, for the use of members only. They were sold at their face value, and were only good if posted at the Houses of Parliament. Not to mention some minor varieties, there were four types, namely, 'House of Lords', 1d., in red ; House of Commons, 1d. ; Houses of Parliament, 1d. and 2d., all in black.

L.P. vol. iii (1894), p. 182.

PARLIAMENTARY AND OFFICIAL REPORTS. See App. III (c).

PARLIAMENTARY PROCEEDINGS. These were carried free until 1840. By the Penny Postage Act they were charged 1d. per 4 oz.

2nd Report P.M.G., p. 49.

'PATRICK'. Packet boat plying between Holyhead and Dublin, 1649.

'PELHAM'. Irish packet, 98 tons, 1810–1821.

PENINSULAR AND ORIENTAL STEAMSHIP COMPANY. In August, 1837, a mail contract was entered into with a company which had just been formed called the 'Peninsular Co.', which arranged for a monthly service between Falmouth and Vigo, Oporto, Lisbon, and Gibraltar. In December, 1840, the company by a charter of incorporation assumed the title of 'Peninsular and Oriental Company', and began to carry the mails as far as Alexandria. In 1845 they took them all the way to India (overland from Alexandria to Suez). In 1852 they undertook the mail service to Australia. By 1859





HET NEEEMEN DER ENGELSCHER  
 van Hellevoetsluis na Harwich, door de Zierikzewe  
 op den 28 Octobr.

PAKETBOOT VAN KAPT. FLEYN  
 Kapten de Goede Verwachting, Kapt. I.W. SEXTON,  
 A. 1782

Op gedaagen aan de Ede. Heeren REEDERS der voorn. Capen Door hun Ede. D. W. Dinaar J. Kobell.

PLATE XXXI

Dutch engraving showing the surrender of a Harwich packet, 1782  
 (We were at war with Holland 1780 to 1783)





the company was in possession of all the lines of steam communication between England and the East. Several of the steamers had obliterating numbers assigned to them about this time.

**PENNY POST (a) LONDON.** Established 1st April, 1680, by William Dockwra (q. v.). All letters and parcels not exceeding a pound in weight, any sum of money not exceeding £10, or any parcel not worth more than £10, were carried to any place within the City for a penny, or within a ten-mile radius for 2d., prepayment being compulsory. About the beginning of 1683 the Government took over the undertaking. In 1765 the weight limit was reduced to 4 oz., and in 1794 prepayment was made optional. In 1801 it was turned into a Twopenny Post, being made threepence for places outside 'the G.P.O. limits' in 1805. It became a penny post again on 5th Dec. 1839. In 1844 it was called officially the 'London District Post', but popularly still remained the 'Twopenny'. It was not finally absorbed into the General Post until 1855.

L. 31.—J. 37.—'The Present State of London', 1681.—'The King's Journalist', 1923, pp. 220, 221.—'The First British Postage Stamp', 1924.

**PENNY POST (b) LOCAL.** These were authorized by the Act of 1765. Very few, however, were set up, except in Dublin (1773), until about 1793, when Edinburgh and some other large towns followed, the former having been established as a private enterprise in 1777 by Williamson, q. v. In 1839 there were over 2,000.

H. i. 117.

'PERA'. P. & O. steamer, 2,014 tons. Obliteration A80, 1859.

**PERFORATION.** See *Archer*, App. I.

**PERKINS' CHEMICAL PAPER.** Early in 1871 trials were made of stamps printed on paper prepared in accordance with an invention of Dr. Perkins which was coloured green. Those used were: 1d., Pl. 121; 1½d., Pl. 1; 2d., Pl. 13; 3d., Pl. 5; 4d., Pl. 12; 6d., Pl. 9; and 1s. Pl. 4. Copies are known imperforate; also perforated, with 'SPECIMEN'. The results were not considered satisfactory, and the paper was not adopted.

**PILLAR-BOX.** The first one was erected at St. Helier's, Jersey, 23rd Nov. 1852. Boxes of this nature, if not of this shape, had been common in France for many years.

**PLANTATION ISLANDS.** The old name for British West Indies, q. v.

**PNEUMATIC TUBES.** In 1873 mails were sent for a time by this method between the G.P.O. and Euston station, the section between Euston and Holborn having been opened on 7th Nov. 1865.

R.H. vol. ii. 334.—See also *The Engineer*, 10th Nov. 1865, and 13th Nov. 1925.

'PORTLAND'. Falmouth packet. Fought two actions in October, 1796, with French privateers in the West Indies. Captured the following year in another fight.

P.S. 63–67, 74.—See also App. I, *Taylor*.

PORTPATRICK. Packet station for Ireland. A mail line was ordered to be maintained between here and Donaghadee by the Scottish Act of 1695.

I.M. 131.—‘ Historical Summary of the P.O. in Scotland,’ 7.

POST. This word has been used in several different senses in the course of history. In the time of Henry VIII it meant a station where horses were kept for the King’s couriers. During the reign of Elizabeth, and for long afterwards, it was applied to post men or post boys. A proclamation of that Queen ordered that ‘ the ordinarie postes shall have alwaies a horne hanging at their doares, or some other ordinarie signe, declaring the same to be the post howse ’. The use of post boy in connexion with hired horses, and the expression ‘ riding post ’ is due to the fact that in early times, and in fact until 1780, the two objects of providing messengers to carry the letters, and horses for travellers, were treated as inseparable. They were at first distinguished by different names, the letter post being called ‘ The Poste for the Pacquet ’, i. e. the bag containing the royal dispatches, and the travellers’, ‘ the through Poste ’. The monopoly of letting post horses was expressly conferred on the postmasters by James I in a proclamation of 1603, and taken away by an Act of 1780.

POSTAGE. In early times this term meant the charge for horse hire. It is first used in connexion with letters in the Act of 1764, the charge for letters having been previously ‘ port ’ or ‘ portage ’. Both terms are used in relation to letters in an Act of 1785.

POSTAGE DUE STAMPS. Adhesive stamps, denoting the amount due in respect of unpaid postage, were introduced 20th April, 1914.

POSTAL GUIDE. First issued 1st August, 1856. The early ones contained lists of obliterating numbers.

POSTAL ORDERS. Introduced 1st Jan. 1881.

POSTAL TITLES. Old books sometimes received figurative titles connected with the Post Office, although their contents did not relate thereto. One, by Anthony Nixon, was called ‘ A Straunge Foot-Post, with a Packet full of strange Petitions ’. Printed at London by E.A. dwelling near Christ Church, 1613. The title-page bears a woodcut of a ‘ foot post ’. A later edition (1616) was called ‘ The Foot-Post of Dover ’. Another example is a book called ‘ The Post-Boy Robb’d of his Mail, or the Pacquet Broke open ’, 1706.

After the establishment of Penny Postage, composers of trashy music sometimes went to the Post Office for ‘ topical ’ titles. The author has the cover of a song called ‘ The Postman’s Knock, dedicated by permission to Rowland Hill Esq. of the General Post Office ’. It bears a large coloured lithograph of a postman of about 1850, complete with whiskers, top hat, cockade, and a red coat. Mr. J. H. Daniels has seven or eight pieces of music of this kind, including ‘ The Old Postage Stamp Polka ’, with a large representation of a 1d. red stamp on the cover.

POSTAL UNION. See *Universal Postal Union*.

POSTCARDS. First issued 1st Oct. 1870. Private cards were stamped at



Somerset House from 17th June, 1872. Cards bearing  $\frac{1}{2}$ d. adhesive stamps were first allowed 1st Sept. 1894.

**POSTCHaise.** These had no connexion with the Post Office. The system, which was common in France as far back as 1664, was introduced into England by John Trull, an artillery officer, who obtained a 'patent', i. e. monopoly, for letting horses for hire to be used in postchaises about 1743, the P.O. monopoly only applying to riding-horses.

**POST CIRCULAR.** See *Bibliography*, under Pamphlets.

**POST COACH.** This was a form of stage coach which had nothing to do with the P.O. Introduced before mail coaches came into being, they were the most expensive and the speediest of public conveyances, ranking next after the postchaises in dignity. The term 'post' was intended to give an idea of speed, and at the same time of an approach to that absolute privacy only obtained by specially hiring a postchaise.

J. 214.

**POST MAGAZINE.** See *Advertisements*.

**POSTMARKS.** Introduced by Bishop in 1661, or possibly 1660, in London, followed later by Edinburgh and Dublin. These were date stamps. Special marks were used in the London Penny Post from 1680 on. Name stamps began to be used at country offices about 1712. About 1760 figures indicating the distance from London were added. When this system was extended to Ireland, the distance given was that from Dublin. Date stamps appeared, outside the three capitals, at Liverpool in 1798, soon becoming general among the larger places. The earliest known date of a postmark is 17th May (1661).

The following are the principal classes of postmark :

*Date stamps* are those intended to indicate the date, with or without the name of the place.

*Duplex mark* is a term (unknown to the P.O.) somewhat loosely used by many collectors. The author confines it strictly to a postmark consisting of a date stamp adjoining an obliteration of the barred type, struck by hand at a single operation.

*Explanatory stamps.* The technical name for marks giving the reason for an additional charge, for non-delivery, &c.

*Obliteration.* A mark solely or partly intended to cancel the stamp which pays the postage. The only marks before 1840 which might be admitted to the name are those with zigzag or wavy lines used to cross out an incorrect figure (H. i, Nos. 199 and 200).

*'Paid' stamps.* Marks for letters, &c., prepaid in money, instead of by adhesive or embossed stamps.

See also *Private Postmarks*, &c.

**POSTMASTER-GENERAL.** This term first appears in the Act of 1657. Previously he was called 'Master of the Posts'. From 1690 to 1823 it was a joint office, there being two holders, who were known collectively as 'His Majesty's Postmaster General'.

**POST TOWN.** This expression corresponds closely with the modern term 'head

post office', q. v. It was not, however, necessarily a town, some of them merely being inns where the coaches changed horses, but which nevertheless formed centres from which letters were distributed to surrounding places.

'PRENDERGAST'. Irish packet, 1763-1768.

PRICES CURRENT. Certain commercial publications, of the nature of market quotations, were allowed 'from time immemorial' to pass free under the

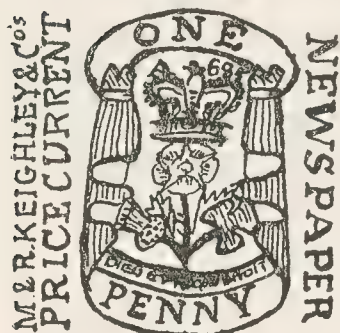


Fig. 5.

franks of the clerks of the roads, like newspapers. The Act 4 and 5 William IV, cap. 44, authorized the Postmaster-General to contract with the publishers for a fixed rate. The Commissioners of Post Office Inquiry in their 5th Report (1836) recommended that they should be stamped like newspapers, and allowed to pass free. This proposal was carried into effect, and some continued to be stamped after 1840. These stamps are purely postal in character, as the publications in question were not liable to a tax, only being called newspapers by a convenient fiction.

On account of their ephemeral nature, they are exceedingly rare. The author has one, posted 7th Nov. 1854, bearing Fig. 5; and a similar one, for going abroad, with 'Prix Courant' substituted for the legend on the left side, addressed to Malta, 8th Oct. 1853.

'PRINCE'. Falmouth packet; about 1708.

J. 94.

'PRINCE ADOLPHUS'. Falmouth packet. The crew mutinied in 1810.

P.S. 208.

'PRINCE ARTHUR'. Irish mail boat (City of Dublin Steam Packet Co.), 427 tons. She came to Holyhead in 1851.

I.M. 170 (view).

'PRINCE CONSORT' ESSAYS. In 1851 Henry Archer (of perforation fame) and an engraver named Branston offered to produce the stamps by surface-printing at a lower price than was then being paid, submitting samples bearing the head of Prince Albert, which were produced by them before a committee of the House of Commons in 1852. The essays, one of which is shown on Plate XXIX (6), were printed in red brown and black.

P. & W. 282.

'PRINCE EDWARD'. Falmouth packet; captured off Barbados at the beginning of 1798.

P.S. 73.

'PRINCE ERNEST'. Falmouth packet (Captain Petre), had a severe engagement with a privateer near Guadeloupe in March, 1808.

P.S. 193.

'PRINCE OF ORANGE'. Falmouth packet, 1798.

P.S. 113.

'PRINCE OF WALES'. Fleetwood and Belfast steamer. Special postmarks, H. ii, Nos. 573 and 574.



'PRINCESS AMELIA'. Falmouth packet (Captain Moorsom). On 15th Sept. 1812 was three days out of St. Thomas, homeward bound, when she was attacked and captured by the privateer 'Rossie' of Baltimore.

P.S. 225.

'PRINCESS AUGUSTA'. Falmouth packet, burnt in 1794 when lying in the Tagus.

'PRINCESS ELIZABETH'. Falmouth packet, captured by a French privateer, the 'Actif', in Feb. 1797.

'PRINCESS ROYAL'. Falmouth packet. Fought a French privateer in June, 1798. Captured in Feb. 1799, by the 'Courier', American privateer. See *Skinner, Capt.*, App. I.

P.S. 79.—James's *Naval History*, vol. ii. 207.

PRIOR PARK. A mansion near Bath built by Ralph Allen (q. v.), in which he lived for many years. An interesting engraving of it was published in the *Universal Magazine* for 1754, which shows an early railway which he constructed for bringing stone from some quarries belonging to him.

PRIVATE POSTMARKS. One or two large firms have at different times been allowed to have their own obliterations and take their mails straight to the trains. One consists of an S surrounded by three thick concentric circles broken vertically and horizontally, which was the mark of Smith, Elder & Co., issued Feb. 1865. In 1868 they changed their name to H. S. King & Co., and used a somewhat similar mark with a K in the centre, and three unequally spaced circles formed by much thinner lines.

An oval barred obliterator with  $\begin{smallmatrix} SS \\ F \end{smallmatrix}$  in a vertical ellipse was used by W. H. Smith & Son (possibly the F means 'Foreign'); also a circular obliterator with S in a small diamond (H. ii, No. 200).

The author possesses one other, an obliterator of the London District type, with the letters  $\begin{smallmatrix} DS \\ F \end{smallmatrix}$ . It is on a 2s. 6d. stamp of Queen Victoria, which is perforated 'DS', the name of the firm not being known. This and the preceding one were sent to the Foreign Branch in Feb. 1880.

PROCLAMATIONS. A list of over fifty proclamations concerning the Post Office is given in the catalogue of the Crawford Library. They run from the reign of Philip and Mary to that of Anne, and are of course of extreme rarity. A paper on the subject by the late Earl of Crawford was published in the *London Philatelist* for Jan., Feb., and March, 1907.

## Q

'QUEEN'. Falmouth packet about 1705.  
J. 89.

'QUEEN CHARLOTTE'. Falmouth packet, 1813. See *Kirkness, Capt.*, App. I.  
P.S. 236.

QUEENSTOWN. Originally called 'Cove'. The name was changed after



a visit of Queen Victoria in 1849. Now called 'Cobh'. It was first made use of by the P.O. in 1861, for American mails.

'QUEEN VICTORIA'. Irish mail steam packet, wrecked on the Howth rocks, 15th Feb. 1853, 80 of the passengers and crew being drowned.

## R

**RAILWAY LETTERS.** A term applied to letters sent singly by train, in accordance with a system commencing 1 Feb. 1891, under which the railway companies, 'acting as agents of the Postmaster-General', conveyed a letter for a fee of 2d.—additional to the ordinary postage. The Post Office intended to issue stamps for this service, until legal difficulties were raised, when it was arranged for each company to obtain its own, for which purpose they were supplied with a sample bearing the title 'Bengal and North-Western Railway'. Little or no notice was taken of them by collectors, until Nov. 1897, when a paper dealing with them was read by the author before the London Philatelic Society (as it was then called), which was published in the *L.P.* for the following month. Although merely an adumbration of the subject, it started a 'boom'. In 1901 the late Mr. L'Estrange Ewen published a very fine book on them. Further details can be found in his 'Catalogue of Railway Letter Stamps' of 1904. For a time an exchange club devoted to them flourished, but the interest subsided, and they lay neglected and unstudied until the beginning of 1920, when the fee to the railway companies was increased to 3d., which turned the author's attention to them once more. The charge only remained at 3d. until September 1st, when it was advanced to 4d. These alterations produced all kinds of overprints and new issues, and the author took upon himself to suggest the use of ordinary parcel stamps, which had been already adopted by one or two companies without authority; the result was that in October a general permission was issued in that behalf, the Post Office in fact repudiating all further interest in the stamps. From that date, therefore, they lost any philatelic status they previously had. The issues of 1920 were described in articles by the author, entitled 'The Passing of the Railway Letter Stamp', in the *Stamp Collectors' Monthly Circular* for April, June, and July, 1921.

**RAILWAYS.** The Liverpool and Manchester Railway, which was the first of the modern type of railway, was opened 15th Sept. 1830, and the Post Office acted with promptitude in making use of it, commencing on the 11th November of the same year. The idea of having special carriages came some years later, and in January, 1838, an experimental one, consisting of a horse-box suitably fitted up, started running between Birmingham and Liverpool. This proving a success, the first 'Travelling Post Office' was sent off from London to Preston in Lancashire on 1st October, 1838. During the next ten years railways were made all over the country, and the mails were diverted to them from the roads. The contracts in

the early days were for the provision of 'the whole, or as much as the P.M.G. shall deem necessary, of the inside of a second-class railway carriage for the mails and mail guard'. In those days the third-class carriages were open, and there was no covered place for luggage, which was carried on the roofs of the first- and second-class carriages.

The system of exchanging mail bags without stopping was in use from the very beginning, an apparatus designed by Mr. John Ramsey being attached to the first permanent sorting carriage, which was built by the Grand Junction Railway in 1838.

For telegraph stamps issued by a railway company, see *South Eastern Railway Company*. For the system of sending single letters by train, see *Railway Letters*. For an exception to the P.O. monopoly, in favour of colliery owners' letters, see *North-Eastern Railway Company*.

Stamps for the carriage of newspapers and parcels have been issued in multitudes by the various railways since 1855, but they have no more connexion with the Post Office than have luggage labels.

For the subject generally, see article, 'Railways and the Post Office', *Stanley Gibbons' Monthly Journal*, August and September, 1913; also 'Ramblings on Railways', by Sir C. P. Roney.

**RAILWAY SUB-OFFICES.** At one time many places had 'R.S.O.' added to their names in the Postal Guide and in the postmarks. They consisted of sub-offices receiving their correspondence direct from a Travelling Post Office, instead of through a post town.

'RAINBOW' ESSAYS. These are essays of the 1d. stamp in a great number of different colours, made in 1840 in the course of experiments with various inks. Two small plates were used, one of three stamps, and one of twelve, each impression having the upper right corner removed, the sloping edge being at first jagged, and afterwards straightened up on the larger plates.

B. i. 92 to 105.

'RANGOON'. Mail steamer; lost off Ceylon, April, 1872. The mail bags were recovered by divers. Special 'wreck' postmark.

**RATES OF POSTAGE.** See *Acts of Parliament*.

**RECEIPTS.** These were given for registered letters going abroad as early as 1814, but not for inland ones until 1841. From about 1824 to 1831 there was a registration system in Ireland for every 'double letter' (i. e. containing an enclosure) except those going to England, receipts being given 'if required'.

An 'acknowledgment of delivery' can be obtained on payment of an extra fee. The author's earliest specimen was printed '4.91'. There is a special type in French for letters going abroad. Receipts for registered letters were always taken from the addressees, on green paper. From 1841 to 1856 they were on a green official cover in which each registered letter travelled.

Receipts for unregistered letters were introduced, under the name of 'Certificates of Posting' at the end of 1877 in certain large towns, but



were discontinued the following year. They bore an embossed  $\frac{1}{2}$ d. stamp in pink. There were three types: I, with four lines for the address, printed 10.77; II, with five lines, 1.78. The third was an issue at Glasgow on 1st Jan. 1881, similar to type II, but with the printers' initials, &c., at the back, printed 12.80. The stamps on all were Die 1. The system was revived 2nd Oct. 1911 for use with an adhesive stamp. The modern ones occur on white, brown, and buff papers, the last smaller than the other two.

Receipts for 'insured' and 'uninsured' parcels are given gratis, the latter since Oct. 1884.

Receipts for telegrams were first given in Oct. 1877, price 2d.; reduced about 1902 to 1d.

**RECEIVING OFFICES.** Originally called 'receiving houses', these were offices where letters were taken in, but not delivered. The first were opened in London about 1676, there being eight there the following year. Before that time the only receptacle for letters in London was the G.P.O. The earliest types of postmarks consisted of the initials, occasionally the name, of the keeper of the office. Now and then, more especially in Scotland, the expression 'Receiving House', or 'R.H.' occurs in postmarks.

H. i. 50.

**REDIRECTED LETTERS.** Postage on these, except in the case of franks, was charged until 1891.

**REGISTRATION.** In very early times all letters may be said to have been for practical purposes registered. The proclamation of 1603 ordered the 'posts' to keep a 'large and faire leger paper booke' for entering the letters in. Dockwra, when establishing the London Penny Post in 1680, also provided for the entering of all letters. This practice seems to have been quietly dropped. The General Post gave no compensation for loss, whereas Dockwra did, without any fee, so long as the Penny Post belonged to him. A system of registration came in for foreign letters before inland, at some time prior to 1787, the fee being 21s. outwards and 5s. inwards (reduced to 2s. 6d. both ways in July, 1836). On Oct. 1st, 1792, the 'Money Letter' system commenced, under which all letters containing coin—and those letters only—were registered, without fee, except that they were charged double on account of the enclosure. A similar system was set up in the London Penny Post, between 1794 and 1797, extended to letters conveying jewellery or lace, but not bank notes. In Ireland a system was in vogue from about 1824, under which every 'double' letter, unless going to England, was registered without fee, the practice being assimilated to that of England in 1831. On 1st Jan. 1840 the Money Letter system was withdrawn. As this date is wrongly given in both Hendy's books and in the 'Official Historical Summary', a contemporary official notice inserted in a newspaper, in the author's collection, is reproduced opposite.

On 6th Jan. 1841, a new system came in, applicable to any letter at the wish of the sender, the fee being 1s., which had to be paid in money



until about 1854. There was no compulsion or compensation. Each letter travelled in a green cover, which had to be signed by the addressee on delivery, and formed the receipt.

The following are dates of the principal changes :

- 6 Jan. 1841. Present system commenced. Fee 1s.
- March, 1848. Fee 6d.
- 1 Nov. 1856. Green covers dropped.
- 1 Aug. 1862. Inland fee, 4d. Compulsory if containing coin.
- 1 Jan. 1878. Fee, 2d. Compensation given (up to £2 at first), and special envelopes introduced.
- 1891. Extended to parcels.
- 18 Feb. 1907. Registration labels introduced.
- 13 June, 1921. Fee, 3d.

See also *Receipts* and *Voting Notices*.

Further details are given in an article by the author in the *Philatelic Record* for Nov. 1914.

NOTICE TO THE PUBLIC AND INSTRUCTIONS TO ALL  
POSTMASTERS.

GENERAL POST OFFICE, December 20, 1839.

**I**N consequence of the great increase of Letters containing Coin, it has become necessary, in order to prevent the total interruption of the Service, to discontinue the system which has hitherto prevailed of entering the addresses of such Letters, and taking receipts for them on delivery to the owners.

The practice, therefore, of entering such Letters as Money Letters will cease on and after the 1st of January, 1840; after which time, parties having occasion to transmit small sums in Cash, are recommended to make use of the MONEY ORDER OFFICE, where they will incur no risk, while those who may desire to remit Bank Notes, or Drafts payable to Bearer, are requested to cut them in half, sending each half, if possible, by two different Posts. In the case of Bank Notes, or Bank Post Bills being sent, the Numbers, Dates, and Amounts should be carefully taken.

Money Orders for Sums under 5*l.* are granted by every Post Town upon every other Post Town in the United Kingdom, on application at the various Offices.

By Command,

W. L. MABERLY, Secretary.

Fig. 6.

**REGISTRATION SHEETS.** Sheets of stamps from new plates sent to Somerset House for approval. See *Abnormal Stamps*.

**RETURNED LETTERS.** See *Dead Letters*.

**'RICHMOND'.** P.O. steam packet, 143 tons ; Liverpool, 1836.

**ROAD BOOKS.** A Post Office collection should include a few specimens of this class of literature. The two great rivals in this field were Paterson and Cary. The former's book ran to eighteen editions, between 1771 and 1832. The fifteenth (1811) is entitled 'A New and Accurate Description of all the direct and principal cross Roads in England and Wales, and part of the Roads of Scotland', to which is added 'The Whole greatly augmented and improved by the Assistance of Francis Freeling, Esq. Secretary to the Post-Office, and of the several Surveyors of the Provincial Districts, under the Authority of the Postmaster General'. The sixteenth (1822) is called 'Paterson's Roads', and was remodelled by Edward Mogg, the reference to the Post Office being dropped.

Cary's, which went to eleven editions, 1798 to 1828, is still more intimately

connected with the Post Office. The title-page to the second edition (1802) runs as follows :

‘Cary’s New Itinerary ; or, an accurate delineation of the GREAT ROADS, Both Direct and Cross, throughout ENGLAND and WALES ; with many of the principal Roads in SCOTLAND. From an actual admeasure-ment made by Command of His Majesty’s Postmaster General, for official purposes ; under the Direction and Inspection of Thomas Hasker, Esqr. Surveyor and Superintendent of the Mail Coaches, by John Cary, Surveyor of the Roads to the General Post Office.’

It is dedicated to the Right Honourable the Earls of Chesterfield and Leicester (the ‘Postmaster-General’ at the time).

An interesting bibliography of the subject was published by the Cambridge University Press in 1924, called ‘The Road-Books and Itineraries of Great Britain 1570 to 1850’, by Sir Herbert George Fordham.

**ROBBERY.** Before the introduction of mail coaches the post boys were continually being robbed, sometimes probably by collusion. Eighteenth-century newspapers frequently contained advertisements offering rewards for the apprehension of mail robbers. Similar notices were displayed on official handbills, but these are now excessively rare. In 1765 the death penalty was imposed for robbing the mail, and for stealing a letter containing a bank-note or bill.

J. 183.—H. 42.

‘ROEBUCK’. Falmouth packet. Captured by a French privateer, the ‘La Liberale’, in 1798.

P.S. 74.

**ROLLS OF STAMPS.** These have been supplied for automatic stamp-vending machines since 1912. See Plate XII. Special kinds for machines at post offices are called ‘Kermode’, from the name of the inventor.

**ROYAL LETTERS.** Down to 1840 the letters of the sovereign of course passed free. As it was essential that franking by peers and M.P.’s should cease when Penny Postage came in, Queen Victoria voluntarily gave up her privilege, by way of example. When Edward VII came to the throne it was arranged that he should frank his letters, for which purpose he used a hand stamp, as also does the present King, bearing the royal cipher (Figs. 7 and 8). Their letters frequently bear special ‘Official Paid’ marks, containing a small crown (Fig. 9). Other royal postmarks are shown in Figs. 10 to 12.

See article by the author, ‘Royalty and the Post Office’, *Stanley Gibbons’ Monthly Journal*, May, 1924.

**ROYAL ‘REPRINTS’.** Impressions in black and in carmine from Plate 66 of Die II of the 1d., on large crown paper, imperf. They were struck in 1864, in response to a request from a member of the royal family for a black stamp. Strictly speaking, they do not come within the definition of a reprint, because there had been no regular issue of these precise varieties.





Hand of ...

And Dispatched Corfu Nov. 20. 1822

64

Free

Samson Street Camden New

FPD  
JA-6  
1823

NOV 20 1822  
JA-6  
1823

'ROYAL SOVEREIGN'. One of the first two Irish steam packets, stationed at Holyhead, 1821; originally called 'Lightning'; 210 tons, engined by Boulton and Watt. Sent to Milford, 1824.



Fig. 7.



Fig. 8.



Fig. 9.

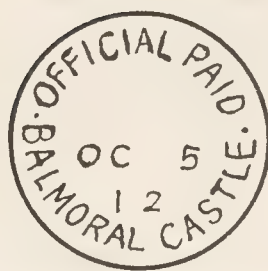


Fig. 10.



Fig. 11.



Fig. 12.

## S

SAILORS' AND SOLDIERS' LETTERS. By an Act of 1795, sailors and soldiers, not being commissioned officers, wherever stationed, were allowed to send and receive single letters at 1d. each, provided they were prepaid, and bore the name of the writer and his commanding officer. The right was taken away by the P.O. and Telegraph Act of 1920. Naval and military officers, when serving abroad, were permitted under a Treasury Warrant of 16 May, 1857, to send their letters at 6d. per half ounce in all cases where the ordinary postage was higher. This privilege was withdrawn 1st Jan. 1870. At the outbreak of both the Boer War and the Great War, the letters of soldiers on active service were charged 1d. each, but in both cases the charge was quickly dropped. Sailors, however, had to pay all through the Great War.

H. i. 123.—H. ii. 13.

'ST. COLUMBA'. Irish steam packet, 720 tons; sent to Holyhead 1848. She was purchased by the City of Dublin Steam Packet Co. when they obtained the contract for the Irish mails in 1850.

I.M. 169.

ST. THOMAS. An island in the Danish West Indies. It has one of the finest harbours out there, and was at one time the chief distributing centre for the islands, but the introduction of steamships and cables led to its decline. There was a British p.o. there for many years; obliterator C51 from 1865 to 1877.

E.B.



'SALAMANDER'. P.O. steam packet, 110 tons. Dover, 1836.

SAVINGS BANK. The P.O. Savings Bank came into operation on 16 Sept. 1861, being mainly due to the efforts of Mr., afterwards Sir, Charles Sikes.

'SCHILLER'. Steamer of 3,421 tons, belonging to the German Transatlantic Steam Packet Co. Wrecked at the Scilly Islands in May 1875, and totally

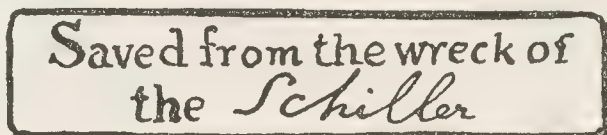


Fig. 13.

lost with 300 lives, but the mails were recovered. Postmark 'Saved from the wreck of the . . .' (name filled in by hand).

SCOTLAND. A permanent post was set up to Berwick in 1603. Until 1695 the English and Scottish P.O.s were united under the English P.M.G., but by the Scottish Act of that year they were separated, to be once more reunited in 1710.

L. 35.—Lang's 'Historical Summary of the Post Office in Scotland', 1856.

SHIP LETTERS. The carriage of letters overseas used to be by three methods, the first of which has long been obsolete, namely by packets which were the property of the Government; by private vessels under contract—also called packets; and by private ships. Those travelling by the first two methods were called 'packet letters', those by the third, 'ship letters'. Under the Act of 1660, ship letters coming inwards were to be posted at the port of arrival. There was no penalty for omitting to do so, and the Act was of little effect. The P.O. farmers therefore undertook to pay the captain 1d. for every letter they dealt with. This payment received legal sanction in the Act of 1710. The receiver was charged 2d., increased in 1799 to 4d., in 1814 to 6d. On 10th Sept. 1799 a 'Ship Letter Office' was established in London, the duties of which were transferred to the Inland Office in May, 1847. Until the end of the eighteenth century outward letters going abroad (otherwise than to the Continent), travelled independently of the Post Office. Bags were openly hung up in the coffee-houses and letters collected, the usual gratuity to the captains being 2d. apiece. In 1799 the 'Ship Letter Act' was passed, which was intended to put a stop to this practice. Letters going abroad by private ship to places served by packets were to pay half the packet rates; otherwise, half the amount usually paid. Letters coming in were to pay 4d. in addition to any inland postage, the gratuity to the captain being made 2d. per letter in either direction. Nevertheless, matters went on much as before. In 1806 a merchant named Wilson was cast in heavy damages for bringing letters in his own ship. In 1815 it was made compulsory for private ships to carry letters at the orders of the Post Office. In 1837 the P.M.G. was empowered to send letters by any private ship, provided she was British, at packet rates.



When postage abroad became cheaper, letter smuggling died out. In the 'fifties the gratuity was reduced to 1d., and in 1863 it was restricted to inward letters only.

L. 51, 97.—J. 73, 328.—H. i. 43.—H. ii, ch. ix.

**SINGLE LETTER.** A letter in which the communication and address were all written on the same sheet of paper, and which weighed less than an ounce. Down to 5th Dec. 1839, if there was an enclosure it became a 'double letter', if two enclosures, a 'treble letter', the rate being multiplied accordingly. An 'ounce letter' was four times the single rate. The letters were examined in front of a candle, to detect enclosures.

**SKELETON MARK.** A date stamp or paid stamp, in which the whole contents of the circle are in movable type, used temporarily.

**SKERRIES.** An island near Holyhead, containing a lighthouse which is the leading mark for ships making the harbour. A light was first shown there 4th Nov. 1717.

**SOMERSET HOUSE.** This establishment became intimately associated with the P.O. when stamps were introduced. [Line engraving about 1840.]

**SOUTH AMERICA.** At various times British post offices were established at forty-one places in South and Central America (including one or two in the West India Islands belonging to other countries), ceasing at the times the respective countries joined the Postal Union, which took place in most cases about 1880. Postmarks of English type were supplied, some in the author's collection being dated as early as 1842. Obliterating numbers in the English list were assigned to them between 1860 and 1872.

**SOUTHERN IRELAND.** Under the Home Rule Act, Ireland, with the exception of Ulster, was separated for Post Office purposes from Great Britain on 1st April, 1921. British stamps with Gaelic overprints were issued 17th Feb. 1922, being gradually superseded by a regular issue.

**SOUTH EASTERN RAILWAY COMPANY.** Most of the railways allowed the public to use their telegraph lines, but the S.E.R. was the only one to issue stamps for this purpose, which it did from 1st Sept. 1860 to 1st Feb. 1870, when the telegraphs were transferred to the Post Office.

**SOUTH STACK.** Lighthouse at Holyhead. Completed 9th Feb. 1809.

**SPECIAL MAIL TRAINS.** Trains devoted entirely to the mails, and carrying no passengers. Introduced 1885.

'**SPEEDY**'. Falmouth packet, 1814.

P.S. 290.

'**SPEEDY POST**'. An armed vessel for the Channel service about 1637. Evelyn called her 'a pretty fregat of six guns'.

'**SPENCER**'. Irish packet, 98 tons; 1806 to 1821.

'**SPITFIRE**'. P.O. steam packet, 106 tons; Portpatrick, 1836.

'**SPRIGHTLY**'. Packet. See *Harlequin*.

**STAGE COACH.** This was a coach which did not, or was not supposed to, carry letters, and had no connexion with the Post Office. They began to come in about 1640, at first, like all novelties, exciting much opposition.

Their enemies called them 'hell-carts', and tried to get them abolished by Act of Parliament. They went on side by side with mail coaches until both were superseded by railways about 1840. The stage coaches *de luxe* were called 'post coaches', q. v.

STAGE WAGON. See *Carriers*.

STAMP. This word is used somewhat differently by the Post Office and by the public. By the former it has been applied from the very first to what the latter call postmarks, also to the instruments with which they are impressed. It was extended by the Post Office to the 'stamps' embossed on envelopes, but the adhesives were at first more usually known officially as 'labels', and continued to be so termed in the inscriptions on the margins of the sheets until these were abandoned in 1880. At the same time, the Penny Postage Act used the expressions 'Letters written on stamped Paper or enclosed in stamped Covers, or having a Stamp affixed thereto'.

STATUTE MILE. This, the mile now in use, was first defined by an Act of 1593.

STEAM PACKETS. In 1821 the Post Office ordered two steamers of Boulton and Watt for the Holyhead service, the 'Royal Sovereign' (originally called 'Lightning') and the 'Meteor'. Steam packets were substituted for sailing boats between Milford and Waterford in 1824, and between Portpatrick and Donaghadee in 1825.

J. 384.

'STOCK EXCHANGE FORGERIES'. During about a year, commencing in June, 1872, a large number of forged 1s. stamps were used on telegrams at the London Stock Exchange. The makers noticed the plate-numbers on the stamps, as forgeries exist numbered 5 and 6; but they did not understand the system of corner lettering, since the author possesses one with M in the lower right corner, which of course does not occur in the genuine stamps. The fraud was not discovered until years later.

STOCKTON AND DARLINGTON RAILWAY. This was the first public railway, opened 27th Sept. 1825. It was intended for mineral traffic, passengers being an afterthought, and was merged in the North-Eastern Railway in 1863. It is quite possible that this company issued franked covers for letters several years before Penny Postage; if so, they were the first to be used in this country. This suggestion is based on a passage on p. 423 of Tomlinson's 'The North Eastern Railway, its rise and development', published in 1914. It runs as follows:

'Of the methods of dealing with parcels it is perhaps unnecessary to say more than that the pioneer railway seems to have anticipated the idea of parcel stamps in granting to coal-owners and fitters<sup>1</sup> the privilege of purchasing "franks" for the purpose of freeing parcels to and from the collieries with orders, &c., connected with the coal trade, these franks being sold at the rate of 1s. per dozen.' There is a foot-note referring to the passage, 'Minutes of Stockton and Darlington Railway Company, 12th. June 1835.'

<sup>1</sup> Fitter is a term applied in some localities to a travelling salesman.



It may be taken as certain that the franks in question were for letters, and not for parcels, since, firstly, the railway company could not be expected to carry much of a parcel for a penny, and, secondly, it is fairly evident that they were forerunners of the colliery owners' envelopes which have been described above under *North Eastern Railway*, q. v. Perhaps some specimens could be found among the archives of the old-established collieries. The present London and North-Eastern Railway Company has been applied to for further information, but declined to give any.

STRANRAER. See *Larne*.

SUBMARINE TELEGRAPH COMPANY. Established 1850. About 1861 it issued six stamps, which appear only to have had a very limited use. Its cables were taken over by the Post Office in 1889.

P. & W. 329.

'SULTAN'. P. & O. steamer, 1,124 tons. Obliteration B57 ; 1861.

SUNDAY MARKS. These were special postmarks for indicating Sunday. The principal object of them was to explain, in the case of franks, why the date of the postmark disagreed with that written by the sender. Originally they contained an S, afterwards they were 'sun shaped'. They were not, however, by any means confined to franked letters.

H. i, Nos. 63 to 65, 473 to 477.—H. ii, No. 8.

SURCHARGE. A term loosely used by philatelists to denote anything printed on a stamp subsequently to its completion with the object of changing its value or limiting its employment to a certain locality or to certain persons. The true meaning of the word is an additional charge, and it should be confined to cases in which the value is raised. All other marks of the kind should be called 'overprints'.

SURPRISED FRANKS. By the Act of 1834 the power of franking was restricted to the actual period of a session of Parliament. Hence on a dissolution all franks in the post were charged postage, and were technically known as above.

'SUSSEX'. Irish packet, 1809 (for one year only).

'SWALLOW'. Falmouth packet, captured by a French privateer, the 'La Libérale', in 1798.

P.S. 74.

'SYBIL'. P.O. steam packet, 236 tons ; Milford, 1836. Probably stationed at Liverpool, 1831.

## T

'TANKERVILLE'. Falmouth packet, captured and sunk on her way to Halifax (Nova Scotia) with the mails of November and December, 1794, by the 'Lovely Lass', a privateer fitted out in an American port.

TELEGRAPH CARDS. These were cards on which telegrams could be written, after which they were to be dropped into a pillar box, or a post office which was closed for the night. The first issue was made 1st April, 1872, with a 1s. embossed stamp. It bore the royal arms, 22 mm. wide. A few



had an error, 'Ono' for 'one'. The second issue was made in August, 1874, in which the arms were larger (25 mm.). It occurs with the embossed 1s. stamp, and without. They were not appreciated, and were soon discontinued.

P. & W. 357.

**TELEGRAPHS.** Before their acquisition by the State, the telegraphs were in the hands of private companies, some of which will be found here under their names. In 1869 and 1870 the Post Office took over all the systems, having had a monopoly conferred on it by an Act of Parliament. It has accepted telegrams for transmission abroad since July, 1878. Postage stamps were used to prepay telegrams from 5th Feb. 1870 to 31st Jan. 1876, and from November, 1881, to the present day. In the intervening period a special issue was made. The minimum charge has been varied as follows :

5th Feb. 1870, 1s.

1st Nov. 1915, 9d.

1st Oct. 1885, 6d.

1st June, 1920, 1s.

H. ch. x.

**TELEPHONES.** See *National Telephone Company*. For the relations between the P.O. and the telephone companies, see H, ch. xi.

'THETIS'. P.O. steam packet, 301 tons; Liverpool, 1824 and 1836.

**THROUGH POST.** The old name for the travellers' post, as distinct from the letter post. See *Post*.

**TOKENS.** Owing to the number of small coins issued by the Government being insufficient to meet the demand, many traders and employers of labour issued tokens of their own at various periods; the first being 1648 to 1670, and again in 1787 to 1796 and 1811 to 1815. Some of these are of postal interest, a few being shown in Plate XXXIII. For much of the following information the author is indebted to Mr. J. H. Daniels. All are in copper, unless otherwise mentioned.

*List of Seventeenth-Century Tokens issued by Postmasters, or connected with the Post Office.*

1. Chester,  $\frac{1}{2}$ d.

THOMAS BAKER POST—in the field a lion rampant. *Rev.* MASTER · OF · CHESTER—HIS HALFE PENY.

He was Sheriff of Chester in 1676.

2. Cornwall,  $\frac{1}{4}$ d.

SAMVELL WEALE—in the field a post boy. *Rev.* IN TRUROE 1663—S.F.W.

The F would be the initial of his wife.

3. Devonshire,  $\frac{1}{4}$ d.

SAMVELL NORTHCOTT—S.N. *Rev.* POSTMA IN PLYMOUTH—1653.

4. Gloucester,  $\frac{1}{4}$ d.

IOH · DONNE OF · THE—in the field a postman on horseback blowing his horn. *Rev.* CIT OF GLOCESTER—I D.



1



2



3



4



5



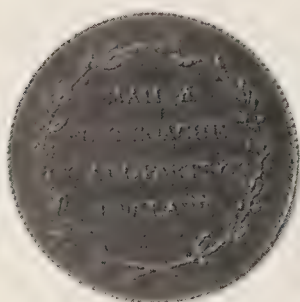
6



7



8



9



10



PLATE XXXIII  
Some tokens of postal interest





5. Kent,  $\frac{1}{2}$ d.

THOMAS KINGSFORD—HIS HALF PENY. *Rev.* OF SANDWICH—POST MASTER.

6. London,  $\frac{1}{4}$ d.

WILLIAM PLACE AT—in the field a man on horseback blowing a horn. *Rev.* GRAYS INN GATE—FOR POST LETTERS.

There is an advertisement in 'Mercurius Publicus', No. 17, April 25 to May 2, 1661, relating to this office.

7. London,  $\frac{1}{4}$ d.

KINGS · HEAD · POST—in the field a bust of King Charles I crowned and with sceptre (see Plate XXXIII, No. 1). *Rev.* HOUSE · LOVE · LANE · 57—W · I · L.

The 57 refers to the date, i. e. 1657. The following announcement by the Postmaster-General appeared in the 'Mercurius Publicus' for July 18 to 22, and in the *Kingdom's Intelligencer*, No. 29, for July 15 to 22, both 1661: 'It is likewise notified that the office for the Kentish daily post is now kept at the Round House in Love Lane, near Billingsgate, for the conveniency of trading into that County; And all letters into Kent delivered at the King's General Post-Office shall be sent thither daily.'

8. London,  $\frac{1}{2}$ d.

EDWARD ROBERTS GROCER—HIS HALFE PENNY. *Rev.* NEAR YORK HOUSE IN Y<sup>E</sup> STRAN; in the field the arms of the Drapers' Company.

The *London Gazette* of July 15 to 18, 1667 (No. 174) contained the following notice: 'These are to certify that Mr. Roberts, Grocer near York Gate, is appointed in the room of Mrs. Warwick at the end of Pell Mell . . . to receive all letters paid and unpaid, and to carry to the office for dispatch.'

9. Hounslow,  $\frac{1}{2}$ d.

HENRY · CLEAVER · POST\*—In the field, a still. (See Plate XXXIII, No. 2.) *Rev.* MASTER IN HOVNSLOW. HIS HALF PENNY.

Two varieties, one with H of Hounslow vertical, the other sloping.

10. Norwich,  $\frac{1}{4}$ d.

AT Y<sup>E</sup> POST OFFICE—1661. *Rev.* IN NORWICH: in the field, a leg—A. L.

There is an entry in the Mayoral Court Book, dated 25 Nov. 1668, to the effect that 'Mr. Robert Lullman did acquaint the Court that he did intend to keepe the poaste office at Mr. Dicelyes at the Kings arms for the future'.

11. Surrey,  $\frac{1}{4}$ d.

There are four varieties of this token, which was issued at Compton between 1650 and 1670, as under:

(a) THOMAS WILMOT—in the field WTA. *Rev.* NEERE GUILDFORD—in the field a postman with bag and staff, wearing a high crowned hat.

(b) As last, but the two inner strokes of the w on obverse cross one another at the top, whereas in variety (a) they meet normally.

(c) As (a), but the postman is wearing a low crowned hat and bag wig. See Plate XXXIII, No. 3.

(d) Obverse as (b), reverse as (c).

The following are Irish pennies :

12. MATTHEW BETHELL—an ornamental knot, 1671. *Rev.* POSTMSTR IN ANTRIM—M B.
13. ROBERT WARNER—POSTMASTER. *Rev.* IN BALLINISLOE.
14. RICHARD HARRISON—a man and horse. *Rev.* BELTURBAT. POSTMASTER—1D.
15. THOMAS MOORE OF—a stag. *Rev.* CARLO POSTMASTER—1D.
16. WILL FLEORY MA<sup>R</sup>— ? *Rev.* POST M<sup>R</sup> IN DVB—1D.
17. RALPH BULLOCK OF—a postman on horseback. *Rev.* MAYNOOTH POSTMASTER—1D.
18. ABRAHAM VAUGHAN POST—a man on horseback blowing a horn. *Rev.* MASTER OF YAUGHALL—1D. AV.

### *Eighteenth Century*

19. No. 4 on the plate is known as the Bury  $\frac{1}{2}$ d. On the edge it is inscribed 'PAYABLE AT P. DECKS POST OFFICE BURY' (i.e. Bury St. Edmunds).
20. No. 5 on the plate is a penny from the same source. *Rev.* an allegorical female, surrounded by 'HIS FAME RESOUNDS FROM EAST TO WEST'. *Round the edge*, 'VALUE ONE PENNY AT P. DECKS POST OFFICE BURY 1794'.

Lord Cornwallis, the subject of this piece, had the year before returned from India, where he had been Governor-General and Commander-in-Chief, after defeating Tippoo Sahib, and concluding a treaty which stripped the latter of half his realm.

21. No. 6 is the Bridgwater  $\frac{1}{2}$ d.
22. (No. 7.) The 'Swan with two necks' was one of the principal inns from which the coaches started. In 1839 eleven of the principal ones set out from there. W.W. stands for W. Wilson, the proprietor. 'The Swan with Two Necks at Milk-street end' (afterwards spoken of as in Lad Lane) is noticed by Machin in his Diary, August 5th, 1556.

The origin of the name is as follows. Swans were marked on the beak to identify their ownership. The King's mark was called the double nick; and the sign of the royal swan, or swan with two nicks, became perverted into the 'swan with two necks'.

23. No. 8 has on the edge 'PAYABLE AT THE GEORGE AND BLUE BOAR LONDON'. Ibberson was the proprietor, 1790–1797.

There is another variety with a smaller boar, known in copper, tin, and brass.

- 24 and 25. Mr. Daniels has two other varieties hailing from this inn, a  $\frac{1}{2}$ d. and a penny. The obverse of both is GEORGE & BLUE—a boar—HOLBORN. *Rev.* E & J within a wreath.

With regard to this sign, a blue boar was the badge of the Earls of Oxford. But its origin may have come about thus. In early days the sign was merely pictorial; so few people could read, it was not worth while to 'letter' it. Perhaps the original name was the 'George and Dragon', and lack of skill on the part of the artist, combined with vagueness as to what a dragon was like, may have led to his production being misinterpreted by the public



as the 'George and Blue Boar', so that later on, when there was more education about, it was realized that George stood for the patron Saint, and, as it would never have done to leave out the dragon, both animals had to appear.

26 to 28. These are the Palmer tokens, of which there are three kinds. On the obverse they are similar to (but not all identical with) No. 9. The reverses are (1) as No. 10. (2) Similar, but with 1797 substituted for J.F. (two die varieties, the date being higher up in one than in the other). (3) A monogram A F H in a wreath, surrounded by 'TO J. PALMER ESQ. THIS IS INSCRIBED'.

J. F. is possibly James Fittler, the engraver (1750–1825). The date of the token is 1796 or 1797. A. F. H. is supposed to stand for Anthony Francis Haldimand, of 51 St. Mary Axe.

Mr. Daniels has two George III halfpennies 'overprinted' with impressions of Palmer dies.

29. The Stratton shilling (silver).

SHEPHERD WATTS & CO. STRATTON—in the field 12 within a wreath. *Rev.* NORTH CORNWALL 1811—in the field a shield; sable, fifteen bezants ar.

Watts was postmaster at Stratton in 1811.

30. Brass.

Y.Q. CLUB POST OFFICE—in the field  $\frac{1}{4}$ d. *Rev.*  $\frac{1}{4}$ d.

Nothing is known about this one, which has a more modern appearance than the rest.

'TOWNSHEND'. Falmouth packet, about 1812. See *Cock, Capt.*, and *Cooper, Capt.*, App. I.

P.S. 227, 270.

TRAVELLING POST OFFICE. See *Railways*.

TREASURY. From very early times the ministers charged with the control of the Post Office were the Lords of the Treasury.

TUNBRIDGE WELLS WARE. This consists of articles made about the middle of the nineteenth century, of wood inlaid in characteristic rectangular patterns. They are occasionally of postal interest. The author has a little stamp box with a representation of a 1d. red stamp on the lid. Mr. Daniels has an inkstand similarly decorated.

TWOPENNY POST (a) London. In 1801 the London Penny Post was made a twopenny post. The name persisted even after 1840 (although it went back to a penny on 5th Dec. 1839), being changed officially to 'London District Post' in 1844. But it continued to be used by the public until the absorption of the system into the General Post in 1855. Before this date there were two separate corps of letter carriers, in different coloured uniforms, q. v. (b) Local. A few of the local posts were 'twopenny'; for instance, at outlying places round Dublin. The author also has a mark, *Two Penny Post*, used at Harrogate in 1836.

H. i. 157.



## U

‘ULSTER’. Irish mail steamers. See *H. & K. Packet*.

UNIFORM. The adjective, when applied to postal rates, means ‘irrespective of distance’.

UNIFORMS. In 1792 the General Post letter carriers were put into a uniform consisting of a scarlet coat with blue lapels, a blue waistcoat, and tall hat with gold band. Some years later, when the ‘Twopenny’ postmen received uniforms, their coats were blue, a distinction which survived until the amalgamation. An illustration of some of the uniforms in use about 1860 is given in the ‘Official Account of the P.O. Jubilee’, facing p. 86, and at the end of ‘Forty Years at the Post Office’.

‘UNION’. Irish packet, 1804.

I.M. 91.

UNITED KINGDOM ELECTRIC TELEGRAPH COMPANY. Incorporated 1860. It issued stamps 1862, and was taken over by the P.O. in 1869.

P. & W. 336.

UNIVERSAL POSTAL UNION. An international league for arranging the interchange of mails, &c. After a Postal Congress at Berne in 1874 the principal nations subscribed to a treaty which came into force 1st July, 1875 (except in the case of France, which came in 1st Jan. 1876). The smaller countries joined by degrees.

UNIVERSAL PRIVATE TELEGRAPH COMPANY. Issued two stamps, 1864; was purchased by the P.O., 1869.

P. & W. 340.

UNPAID LETTERS. Before Penny Postage these were charged with the ordinary postage; afterwards, with double. The charge was not collected by means of adhesive stamps until 1914.

From the 10th to 24th Feb. 1859 all letters posted unpaid were returned to the senders, but, in consequence of popular disapproval, the practice was stopped. A special postmark was used; H. ii, no. 75.

‘UXBRIDGE’. Irish packet, 98 tons; 1801 to 1821.

## V

VACCINATION CERTIFICATES. These were introduced in December, 1871, with stamps of the same type as those on the newspaper wrappers. Until March, 1872, the date of stamping was indicated by means of plugs. There were two dies thus, one without number, and ‘3’ with. A crown and ‘Official Paid’ design was substituted for the stamp in 1912.

‘VIOLET’. Mail steamer between Ostend and Dover, shipwrecked in 1856. The mail bags were removed from the hold and placed on gratings so as to float, and were nearly all recovered.

Third Report of P.M.G., p. 33.

'VIXEN'. Irish steam packet; Holyhead, 1823; sent to Milford in 1824. Ceased running 1827. A second vessel of the same name (possibly the same boat) of 189 tons, was stationed at Weymouth in 1836.

VOTING NOTICES. Certain classes of notice relating to voting could be sent under a special registration fee of 2d., the system commencing in 1843. They usually had the word 'Notice' written on them in red ink, but one in the author's collection of August, 1849, from Manchester, has a special postmark (Fig. 14). This arrangement was still in force in 1857, but it is not known when it was discontinued; probably not until 1878.

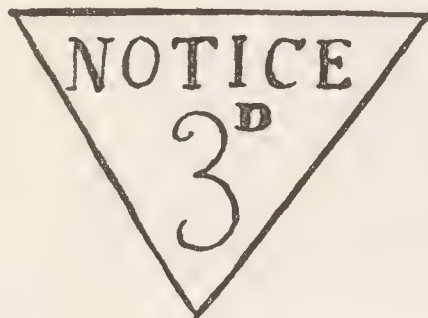


Fig. 14.

## W

WARS. Many wars have had their own special influence on the Post Office, which may often be illustrated by the covers of letters which have survived. The post, as is shown elsewhere, originally developed out of the systems of royal couriers. In the earliest days such a service was frequently set up as an auxiliary to some particular campaign, and dropped when the need no longer existed. Shortly before the erection of the framework of the structure which gradually became the mighty edifice that we see now, the Civil War was raging between Charles I and the Parliament. When the former had his head-quarters at Oxford, he had his own postmaster in the person of John Hicke (q.v.), a post office servant who had remained loyal, and in 1644 he set up a line of packets between Weymouth and Cherbourg, the usual route by Dover being barred against him.

The War of the Spanish Succession, 1702 to 1712, led to many fights between the Post Office packets and French men-of-war and privateers, in which the former occasionally took prizes, at other times were captured. It led to the Act of 1711, which increased the rates, and took part of the Post Office revenues away from the Crown to help defray the cost.

The Seven Years' War, 1756 to 1763, added Canada to our possessions, and thereby extended the sphere of influence of the Post Office.

The War of American Independence, 1775 to 1781, produced many engagements between the packets and American vessels, and took away a large part of the area of authority of the Post Office in America.



From 1792 to 1815 the war with France, which went on during these years continuously, except for some temporary cessations of hostilities, involved the packets in many sanguinary actions, which, when the war between Great Britain and the United States of 1812 to 1815 was added, took place on both sides of the Atlantic, some being commemorated in prints. The postal rates were piled up by the Acts of 1797, 1801, and 1812. Special postmarks were put on French prisoners' letters. These are the first British war marks. (There are many varieties of French army postmarks of considerably earlier dates.)

An example is shown on Plate XXIX (7). The words at the top are 'TRANSPORT OFFICE', which was the department dealing with prisoners.

In the Crimean War, 1854 to 1856, the Post Office again took part, but in a different way. Army p.o.s were established at Constantinople, Balaklava, Scutari Hospital, and Head-quarters, with two special obliterations (H. ii, Nos. 54 and 55).

The Abyssinian military expedition of 1867 had a field p.o. with a special mark. The same applies to the Egyptian campaign of 1882 to 1885, in which case there were also a number of special adhesive stamps provided for military telegraphs. Obliterations  $\frac{BA}{E}$  were sent out to Egypt in 1882 and 1885.

The South African War, 1900 to 1902, produced a large crop of special postmarks and overprinted 'enemy' stamps, but they pale quite into insignificance before the hundreds of postal items brought into use in the Great War of 1914 to 1918, which form an exhaustive study in themselves, and the description of which would fill a volume.<sup>1</sup> The next war will no doubt wipe out the Post Office altogether, along with the rest of such civilization as we have succeeded in attaining to.

Besides the important campaigns which have been mentioned, it may be added that there is considerable interest attaching to letters from sailors and soldiers on service connected with smaller expeditions, although they may not bear any special postmarks. For naval and military letters in peace time, see *Sailors' and Soldiers' Letters*.

'WATERSPRITE'. Irish steam packet, 1826. Also Weymouth, 1836 (162 tons); probably the same vessel.

WAY BILL. Also known as 'letter bill'; a paper accompanying a mail on which the times of departure and arrival, number of registered letters, &c., have to be entered. Introduced in 1637.

WAY LETTERS. See *Bye Letters*.

WEIGHING MACHINES. The introduction of the principle of charging letters by weight created a demand for small weighing machines. One, designed by Sir Henry Cole, is illustrated in 'Fifty Years of Public Life', vol. ii, p. 142. The reverse of the weight is inscribed 'For Rowland Hill's plan

<sup>1</sup> For a plucky attempt to deal with the postmarks, see 'A Reference List of British Army Postmarks used in the Great War, 1914 to 1919', by P. E. Raynor and others.





PLATE XXXIV

The 'Windsor Castle' packet in action with a French privateer, 1st Oct. 1807

*Lent by Messrs. T. H. Parker, of 12a Berkeley Street, London, W.1*



of penny postage. Silvester & Co., Strand. For Henry Hooper, 12 Aug. 1839'. The author has another, weighing up to 2 oz., inscribed 'G. Riddle London, No. 113, Nov. 28th, 1839'. A very elaborate one, designed by S. King, of Bath, is illustrated on pp. 72 and 73 of 'Chats on Postage Stamps', by F. J. Melville.

WEYMOUTH. Packet station for the Channel Islands, from 1794.

'WILLIAM FAWCETT'. The first P. & O. steamship, built 1829; paddle, 206 tons, 60 h.p. Employed to carry mails from 1843.

'WINDSOR CASTLE'. Falmouth packet, 1807; perhaps the most famous one. See *Rogers, Capt.*, App. I, for an account of the action depicted in Plate XXXIV. In this engraving the name of her antagonist is given as 'La Genii', on the mezzotint by Ward it is called the 'Jeune Richard'. P.S. 187.

'WIZARD'. Irish steam packet, 234 tons. Sent to Holyhead, 1826. Renamed 'Otter' by the Admiralty in 1837.

## Z

'ZEPHYR'. Packet. See '*Dragon*'.

ZULULAND. Annexed in 1887; joined to Natal in 1897. British stamps with overprint were issued 1st May, 1888; postcards, 1893. They were superseded by a regular issue, April, 1894.



### APPENDIX III

## A BIBLIOGRAPHY OF POSTAL HISTORY, WITH SHORT CRITICAL NOTES

### (a) BOOKS

- 1830 Illustrations of the site and neighbourhood of the New Post Office, comprehending antiquarian notices of St. Martins-le-Grand, etc. etc. with an appendix containing an account of the antient Mourning Bush Tavern etc.

*London : Smales & Tuck.*

8°, 7½ in., 75 pp. Plate and three illustrations.

- 1842 The Post Office.

*London : Charles Knight & Co., 22 Ludgate Street.*

16mo, 6½ in., 66 pp.

\* \* \* This is an excellent little account of the Post Office after Penny Postage had come in, together with a good *résumé* of its previous history. It is a reprint from 'Knight's Store of Knowledge', 1842.

- 1844 The Administration of the Post Office, from the introduction of Mr. Rowland Hill's plan of penny postage up to the present time, grounded on Parliamentary documents, and the evidence taken before the Select Committee on Postage at the conclusion of the last session of Parliament. To which are added the last Returns to the House of Commons.

*London : J. Hatchard & Son, 1844.*

8°, 8¾ in., 218 pp., 'errata' (2) pp.

- 1864 Her Majesty's Mails : an historical and descriptive account of the British Post Office. Together with an appendix. By William Lewins.

*London : Sampson, Low, Son & Marston.*

8°, 7½ in., ix + (3) + 348 pp.

\* \* \* This is an admirable book. The first of the kind, it has been made use of to a greater or less extent by nearly every subsequent writer on the subject. Fuller details are to be found in later works, but it forms an excellent all-round summary of postal history down to the date of its appearance. Unfortunately, there is no index. A second edition appeared in 1865 (7¼ in., 339 pp.).

- 1865 The Atlantic Telegraph. By W. H. Russell, LL.D.

*London : Day & Son, Ltd.*

4°, 11½ in., vi + 117 pp., illust. with coloured lithographs.

\* \* \* An account of the laying of the Atlantic cable in 1864.

- 1866 Our Postal and Revenue Establishments. By a Civil Servant.

*London : Frederick Pitman.*

8°, 8½ in., xxviii + 515 pp.

\* \* \* This work is of little interest. It deals entirely with the Post Office from the

point of view of tax collection, four-fifths of it being taken up with the evidence given before a Select Committee on Inland Revenue and Customs Establishments of 1862 and 1863.

- 1870 The Ocean Telegraph to India. A Narrative and a Diary. By J. C. Parkinson.

*William Blackwood & Sons, Edinburgh and London.*

8°, 8½ in., xiii + 328 pp., 9 illustns., one coloured.

\*\*\* An account of the laying of the telegraph cable from Bombay to Suez, via Aden.

- 1872 Notice sur L'Origine du Prix Uniforme de la taxe des Lettres et sur la création des timbres-poste en Angleterre. Par Arthur de Rothschild.

*Paris : Libraire Nouvelle.*

8°, 6¼ ins. (4) + 83 pp. + (1) p.

\*\*\* An interesting little account of the introduction of Penny Postage. The total edition was 600 copies, sold at 2 francs, for the benefit of the Society for assisting peasants ruined by the war of 1870.

- 1878 Posts and Telegraphs, past and present: with an account of the Telephone and Phonograph. By William Tegg, F.R.H.S.

*London : William Tegg & Co.*

\*\*\* The first part of this book, dealing with the posts, is to a great extent founded on Lewins' 'Her Majesty's Mails', but the second part is more original, and is of considerable value as a contribution to the history of telegraphs.

- 1880 The Life of Sir Rowland Hill, K.C.B. etc. and the History of Penny Postage. By Sir Rowland Hill and his nephew George Birkbeck Hill, D.C.L. In two volumes.

*London : Thos. De La Rue & Co.*

8°, 9 in., vol. i, xxiv + 543 pp. ; vol. ii, xii + 516 pp.

\*\*\* The second half of volume i, and practically the whole of volume ii, is occupied with a detailed account of the introduction and carrying into operation of Penny Postage.

- 1881 The Postage and Telegraph Stamps of Great Britain. By Frederick A. Philbrick and William A. S. Westoby. Compiled and Published for the Philatelic Society, London.

*London : Sampson, Low, Marston, Searle & Rivington. Brussels : J. B. Moens.*

8°, 8½ in., xx + 384 pp., with plate and other illustns.

\*\*\* Until the advent of Messrs. Wright and Creeke's work on the same subject in 1899, this excellent book was the standard authority on British stamps of the first forty years. It still remains so for so-called 'entires', for the period it covers. There is an even more valuable section on 'Essays, Proofs, and Trials'. The authors are incorrect in their statement on p. 163 that the Mulready design was sent in for competition, and received the highest prize. It is now well known that Mulready was applied to by the authorities for a design after the competition had closed. On p. 270 there is also rather an important mistake, from a historical point of view. It is stated that a Mr. Stead appears, from evidence given before the Committee on Postage, in 1829, to have proposed the principle of collecting postage by means of stamps. The evidence referred to was given



in 1838, in answer to *question* No. 1,829, and the date at which his proposal had been made does not appear.

- 1884 Fifty Years of Public Work of Sir Henry Cole, K.C.B. Accounted for in his deeds, speeches and writings. In two volumes.

*London : George Bell & Sons.*

8°, 8½ in., vol. i, xiv + 398 pp.; vol. ii, vii + (3) + 412 pp.; large folded plate, and other illustns.

\* \* Sir Henry Cole was Secretary to the 'Mercantile Committee' formed in 1838 to forward the proposals of Rowland Hill. About 30 pages in vol. i and 50 in vol. ii relate to this portion of his activities, and contain information not to be found elsewhere. Curiously enough, there is a mistake (vol. i, p. 62) about a matter that is the last that one would have expected to be misrepresented, namely, the successful competitors in the Treasury Competition, of whom Sir Henry was himself one. Messrs. Perkins, Bacon & Co. did not even enter, although they afterwards obtained the stamp contract.

- ✓ 1885 The Royal Mail: its curiosities and romance. By James Wilson Hyde, superintendent in the G.P.O., Edinburgh.

*William Blackwood & Sons, Edinburgh and London.*

8°, 7½ in., xii + (2) + 378 pp.

\* \* This book contains a large amount of interesting information, chiefly of an anecdotic kind. Mr. Hyde wrote in a pleasant style of matters about which he was qualified to speak with authority. A second edition was called for immediately, and appeared the same year (xiv + (2) + 391 pp.). There was also a New York edition, and a third London edition in 1889 (Simpkin, Marshall & Co.).

- 1886 The History of the Mulready Envelope. By T. Martin Wears.

*Bury St. Edmunds : C. H. Nunn.*

8°, 7 in., 46 pp. Coloured paper wrapper.

\* \* An interesting little book, published at 7d. It repeats the myth that Mulready sent in his design for the competition.

- 1888 Puck's girdle; or gleanings from the postal and telegraphic world. Edited by C. Armstrong, General Post Office, Edinburgh.

*London : Wyman & Sons, 1888.*

8°, 8½ in. (4) + 174 pp. Coloured paper wrapper.

- 1890 onwards. St. Martins-le-Grand. The Post Office Magazine.

\* \* This magazine is a quarterly, which first appeared in October, 1890. From time to time it contains articles of an historical nature, but in general it is not particularly valuable for a collector.

- 1891 Account of the Celebration of the Jubilee of Uniform Inland Penny Postage at the Venetian Chamber, Holborn Restaurant; at the Guildhall; and at the Museum of Science and Arts, South Kensington; and at various Towns and Villages throughout the United Kingdom, 1840-1890. Illustrated with Portraits and Sketches.

*London : Printed for the Jubilee Celebration Committee, General Post Office, 1891.*

8°, 8½ in., x + (2) + 331 pp. + (1) p.

\* \* The greater part of this book is taken up with reports of speeches and detailed accounts of the arrangements made in various places for the occasion in question,



most of which is rather dull reading now, but the thirty pages or so describing the exhibits which were gathered together from various sources are both interesting and suggestive to a collector. There was a 'second and revised edition', brought out by Simpkin, Marshall & Co., shortly afterwards.

- 1891 A hundred years by post. A Jubilee retrospect. By J. W. Hyde.  
*London : Sampson, Low, Marston & Co.*  
 8°, 7½ in. (8) + 144 pp.
- 1891 The London Postal Service of to-day. By R. C. Tombs, Controller.  
*London : 1891.*  
 8°, 7½ in. (6) + 136 pp. Coloured paper wrapper.
- 1891 The Penny Postage Jubilee and Philatelic History. By Phil (i. e. A. D. Blackburn).  
*London : Sampson, Low, Marston & Co., Ltd.*  
 8°, 7 in., viii + 261 pp. + (1) p. ; illust.
- \*.\* This is an unpretending little book, published at the modest price of 1s. The account of the jubilations is confined to a single chapter. It contains an excellent summary of early postal history, of the inauguration of Penny Postage, the introduction of stamps, and similar matters.
- 1891 A descriptive Catalogue of all the Postage Stamps of the United Kingdom of Great Britain and Ireland issued during fifty years. By William A. S. Westoby, M.A.  
*London : Sampson, Low, Marston, Searle & Rivington, Ltd.*  
 8°, 8½ in., xi + (5) + 94 pp. ; 148 woodcuts.
- \*.\* Possessors of the magnificent work by Wright and Creeke will hardly require this one, unless they are interested in 'entires', telegraph forms, and the like. In the latter case they will find a good deal of information on these subjects not easily attainable elsewhere. There was a 'New' edition, with addenda, in 1892.
- 1891 A description of the Mulready Envelope and of various imitations and caricatures of its design ; with an account of the illustrated envelopes of 1840 and subsequent years. By Major Edward B. Evans, late Royal Artillery.  
*London : Stanley Gibbons, Ltd.*  
 8°, 8½ in., viii + 240 pp., illust.
- \*.\* This work, which is profusely illustrated, is most admirable. Hundreds of envelopes are described ; indeed, on the principle that imitation is the sincerest flattery, the 'Mulready' was a huge success.
- ✓ 1893 The History of the Post Office, from its establishment down to 1836. By Herbert Joyce, C.B., of the Post Office.  
*London : Richard Bentley & Son.*  
 8°, 8¾ in., ix + (1) p. + 460 pp.
- \*.\* The possession of this book is a necessity to all collectors interested in Post Office history. While in general the information may be relied on as accurate, there is an extraordinary mistake on p. 38, where the first introduction of postmarks is ascribed to Dockwra (1680). It is now well known that they were first employed by Bishop in 1660 or 1661, and were of quite a different type to the marks illustrated, which were peculiar to the London Penny Post.

- ✓ 1894 *The Early History of the Post in Grant and Farm.* By J. Wilson Hyde : Controller in the G.P.O., Edinburgh.  
*London : Adam and Charles Black.*  
8°, 7½ in., xvi + 355 pp.  
\*\*\* This is a detailed account of the first establishment of the Post Office, down to about 1677. There are two forms of the title on the cover, some copies having 'The Post in Grant and Farm', others 'Early History of the Post Office', but the 'insides' are identical. On p. 284 it is stated that regulations made in 1637 provided for the introduction of 'way-bills', and the discontinuance of the endorsements on each letter at the offices it passed through, which had hitherto been customary. However, the author's collection contains a letter of 1653 which is endorsed with the times it passed through the various postmasters' hands. The matter is also referred to on p. 121 of the book.
- ✓ 1895 *Forty years at the Post Office. A Personal Narrative.* By F. E. Baines, C.B. Sometime Surveyor-general for Telegraph business, Assistant Secretary, and Inspector-general of Mails. In two volumes.  
*London : Richard Bentley & Son, 1895.*  
8°, 8 in., vol. i, vii + (7) + 337 pp. + (1) p. + 2 pp. ; vol. ii, (8) + 345 pp. + (1) p.  
\*\*\* This book gives an interesting account of the chief happenings in the Post Office between 1855 and 1895—preceded by a section dealing with mail coaches, and a brief notice of the introduction of Penny Postage. Much information on the subject of telegraphs will be found herein.
- ✓ 1895 *On the track of the mail coach : being a volume of reminiscences, personal and otherwise.* By F. E. Baines, C.B.  
*London : Richard Bentley & Son, 1895.*  
8°, 8 in., vi + (2) + 351 pp. + (1) p. ; frontispiece.  
\*\*\* There is a large amount of information relating to mail coaches, also the telegraph system, in this book, supplementing that in 'Forty Years at the Post Office'.
- 1895 *History of the Post-Office Packet Service, between the years 1793–1815.* Compiled from records, chiefly official. By Arthur H. Norway.  
*London : Macmillan & Co.*  
8°, 8¼ in., x + 312 pp. ; 6 plates.  
\*\*\* A capital and unique account of the overseas mail service during the stirring times of the Napoleonic Wars. It is a story of adventures well worth the telling, and is illustrated by reproductions from scarce old prints.
- 1895 *The Life and Times of Ralph Allen.* By R. E. M. Peach.  
*London : D. Nutt, 270–271 Strand.*  
8°, 8⅝ in., xvi + 247 pp. ; illust.  
\*\*\* A very interesting book in its way, but the parts which deal with postal matters are almost entirely taken from Joyce's 'History of the Post Office'.
- 1896 *The Postmen's case for enquiry.* Published by authority of the Postmen's Federation. For private sale.  
*Printed by Alex. Malcolm & Co., Glasgow and London.*  
8°, 8½ in., 656 pp.  
\*\*\* A report of the evidence given before an Interdepartmental Committee on Post Office Establishments in 1896.



- 1897 The Romance of the British Post Office, its inception and wondrous development. By Archibald Granger Bowie.  
*London : S. W. Partridge & Co., 1897.*  
 8°, 7 $\frac{1}{4}$  in., 160 pp. ; illust.  
 \* \* An interesting little book, of no special importance.
- 1898 The Stamp Collector. By W. J. Hardy and E. D. Bacon.  
*London : George Redway, 1898.*  
 8°, 8 in., 300 pp. ; illust.  
 \* \* This is a volume in the 'Collector series'. It is beautifully got up, with illustrations of nearly 250 stamps of all countries, and forms both a history of stamp collecting and a guide for the general collector. A second edition appeared the same year.
- 1898 A History of British Postmarks. Illustrated. Together with a list of numbers used in obliterations in Great Britain and certain Colonial Possessions. By J. H. Daniels.  
*London : Upcott Gill.*  
 8°, 7 $\frac{1}{4}$  in. (6) + 184 pp. ; illust.  
 \* \* At the time this book was written it was quite a *tour de force*, being compiled almost entirely from its author's own collection and researches. For some years it was the only guide to the subject. It has since been rendered obsolete by newer works.
- 1898 The Life and Times of Henry Cecil Raikes. By Henry St. John Raikes.  
*London : Macmillan & Co., Ltd.*  
 8°, 9 in., xvi + 416 pp.  
 \* \* This book contains some interesting passages connected with Mr. Raikes' tenure of the Postmaster-Generalship, 1886-1891.
- § 1899 A History of the Adhesive Stamps of the British Isles available for Postal and Telegraphic purposes. Compiled from official sources by Hastings E. Wright and A. B. Creeke, Junr. With an introduction by Gordon Smith.  
*Published by the Philatelic Society, London.*  
 4°, 10 $\frac{3}{4}$  in., xxvi + 264 pp. ; illust. with plates and diagrams.  
 \* \* This magnificent work forms a practically complete, and, even taking into consideration the results of twenty-five years' further study and research, an almost perfectly accurate, guide for the advanced collector of stamps of the Victorian period. There are, as is only to be expected, a few minor errors, most of which have been corrected in a supplement issued by the Philatelic Society in 1903, bringing the work down to that date. In dealing with the line-engraved penny stamps there is rather a serious one, which has been copied in the *Encyclopaedia Britannica*, article 'Post and Postal Services', and followed by Mr. Bacon in 'The Line-engraved Postage Stamps of Great Britain'. It occurs on p. 36, under the heading—in itself inaccurate—'Seventh Issue : January, 1858', which is intended to apply to the 1d. carmine-rose. As a matter of fact, the carmine colour dates from July, 1857, but the history of what occurred is rather obscured by the wooden system, perhaps unavoidable, of dividing the stamps up into definite numbered issues, as if the supply of one variety was cut off, and a new one substituted for it, at a particular date. In many cases, of course,



this did happen, but the principle is certainly very unsuitable for the penny stamps of the years 1855 and 1857.

- 1899 The Bristol Royal Mail, Post, Telegraph and Telephone. By R. C. Tombs.

*Bristol : J. W. Arrowsmith.*

8°, 7¼ in. (10) + 295 pp. + (1) p. ; illust.

- \* \* \* This book gives an interesting account of the Bristol postal service. Among other illustrations, it contains portraits of Allen, Palmer, and Freeling, all of which are difficult to obtain. The postmark given on p. 265 is incorrect. Instead of BY POST, it should be PY POST (i. e. Penny).

- 1900 A History of Postal Agitation. By A. G. Swift.

*London : Pearson.*

- \* \* \* Of no interest to collectors. The 'agitation' refers to demands for higher wages and improved conditions for postal workers.

- § 1901 A History of Railway Letter Stamps. Describing all varieties issued by the Railway Companies of Great Britain and Ireland under the authority of the Postmaster General. Compiled by H. L'Estrange Ewen.

*Ewen's Colonial Stamp Market, Norwood, London.*

4°, 10 in., vii pp. + (1) p. + 430 + (2) pp. ; illust.

- \* \* \* This beautifully got up work is a monument to the late Mr. Ewen's ability and enthusiasm. It seems a pity that the interesting stamps which form the subject of his researches should have fallen so completely from favour as they have done, especially as, until October, 1920, they formed part of the Post Office machinery.

- § 1903 A Supplement to 'British Isles'. By A. B. Creeke, Junr.

*Published by the Philatelic Society, London.*

8°, 11½ in., 19 pp. + (1) p. ; addenda and corrigenda slip ; 1 plate.

- \* \* \* This supplement rounds off and completes the history of Victorian stamps contained in the work of 1899 by the same author in collaboration with the late Mr. Hastings Wright. It does not call for any special remark, except that the inverted overprint, 'Govt. Parcels', on the one shilling value has since been condemned as a forgery.

- § 1904 The College Stamps of Oxford and Cambridge. A study of their history and use from 1870 to 1886. By the Rev. Hayman Cummings.

*Oxford : Slatter & Rose. London : Simpkin Marshall & Co.*

8°, 8½ in., 109 pp. ; illust.

- \* \* \* An excellent account of these interesting 'locals' ; it must be confessed, however, that, unlike Railway letter stamps, they have no connexion with the Post Office.

- 1905 The King's Post. Being a volume of historical facts relating to the Posts, Mail Coaches, Coach Roads, and Railway Mail services of and connected with the Ancient City of Bristol from 1580 to the present time. By R. C. Tombs, I.S.O., Ex-controller of the London Postal Service, and late Surveyor-postmaster of Bristol.

*Bristol : W. C. Hemmons.*

8°, 7¼ in., xv pp. + (1) p. + 251 pp. + (1) p. ; 55 plates.

- \* \* \* The scope of this work is indicated by the title. It contains some interesting illustrations. There was a second edition in 1906.

- 1905 The History of the Early Postmarks of the British Isles. From their introduction down to 1840. With special remarks on and reference to the sections of the Postal Service to which they particularly applied. Compiled chiefly from official records. By John G. Hendy, curator of the Record Room, General Post Office.

*London : L. Upcott Gill. New York : Charles Scribner's Sons.*

8°, 7½ in. (6) + 204 pp. ; illust.

- \*.\* The possession of this book is a *sine qua non* for postmark collectors. It may be useful to note here a few errors.

Page 10. The old registration system ceased on 1st Jan. 1840, the new being introduced 6th Jan. 1841.

Page 69. The lower part of Fig. 154 should read 'Ham', not '11 a.m.'

Page 111. Fig. 318 should come out. The circles have been added by some one with a pen.

Page 132. The remark about the 'combined stamp' is not correct ; they were struck separately.

Page 183. The Irish registered letter post existed from 1824 to 1831, the present system commencing in 1841.

This extremely interesting work is continued down to 1876 in a subsequent volume described below.

- 1905 A List of obliterating numbers used by the Post Office in the United Kingdom and certain places abroad ; together with the Post Offices to which some were assigned from 1844 to 1904. By Thomas Whitworth.

*Southport : 'Visiter' Printing Works.*

8°, 8½ in. (6) + 95 pp.

- \*.\* Collectors of this type of postmark will find a list of numbers indispensable. Official lists were published in the 'Postal Guides' of 1856 and 1857, but since then they have not been available to the public. Besides the work now being dealt with, lists for collectors have been published in Daniels' 'History of Postmarks', 1898 ; in Hendy's second book, 1909 ; by the author in 'Gibbons' Stamp Weekly' for January to July, 1910, together with a list of the London and suburban numbers, also by the author, as a pamphlet in 1923, but they are all superseded by the list in Appendix IV of the present work, which is based on official books which, except in the case of the last-mentioned pamphlet, were not available.

- 1906 Telegraphy : a detailed exposition of the Telegraph System of the British Post Office. By T. E. Herbert, Engineer, P.O. Engineering Department.

*London : Whittaker & Co.*

8°, 7½ in., 986 pp. (3rd edn.), illust.

- \*.\* Second edition, 1907 ; third, 1916.

- 1907 Sir Rowland Hill : The Story of a Great Reform. Told by his Daughter (i. e. Mrs. Eleanor C. Smyth).

*London : T. Fisher Unwin.*

8°, 8 in., xi + (5) + 327 pp. + (1) p. ; illust.

- \*.\* There is but little in this book that is not told, and better told, in the 'Life of Sir Rowland Hill', by G. B. Hill, 1880.



- 1909 The History of the Postmarks of the British Isles from 1840 to 1876. Compiled chiefly from Official Records: By the late John G. Hendy : curator of the Record Room, General Post Office.  
*London : Stanley Gibbons, Ltd.*  
8°, 10 in., iv + 184 pp. ; illust.
- \* \* \* We have here a continuation of the previous work of 1905, which went to 1840. Like its predecessor, it is invaluable to postmark collectors. The list of obliterating numbers is of little use, being much inferior to Whitworth's list of 1905. Two errors are : Page 28, line 11. Delete ' 5th December, 1839, when the uniform fourpenny rate of postage came into operation ', and substitute ' 1st Jan. 1840 '.  
Page 29. The green covers for registered letters were abolished 1 Nov. 1856.
- 1909 Great Britain : Line-engraved stamps. By Fred. J. Melville.  
*London, W.C. : The Melville Stamp Books, 1909.*  
8°, 6¼ in., 89 pp. ; illust. Paper wrapper.
- \* \* \* This little book, which was originally obtainable for sixpence, contains quite a wealth of reliable information. There was also a large paper edition measuring 7½ inches in height. Third edition, 1925 (price 1s. 8d.).
- 1910 Great Britain : Embossed Adhesive Stamps. By Fred. J. Melville.  
*Published by the Melville Stamp Books, London.*  
8°, 6¼ in., 39 pp. ; illust. Paper wrapper.
- \* \* \* This is a worthy little companion to the ' Line-engraved stamps ' from the same source.
- 1910 Pre-Victorian Postage Stamps and Franks ; ancient, and for the most part English. By G. A. Foster.  
*London : Ch. Nissen & Co.*  
4°, 12 in., 56 pp. ; illust. Coloured paper wrapper.
- \* \* \* This is a beautifully printed essay on early postmarks and newspaper stamps. The illustrations are idealized, being much finer than the originals ever were. None of them, however, are what is usually understood by the term ' postage stamp '.
- 1911 The Post Office. An Historical Summary. Published by order of the Postmaster General.  
*London : Published by His Majesty's Stationery Office.*  
8°, 9½ in., 139 pp. ; 6 plates. Coloured cardboard covers.
- \* \* \* Students of postal history owe a debt of gratitude to Mr. Samuel for ordering this interesting and valuable account to be issued. Notwithstanding its official origin, there are one or two small mistakes, as follows :  
Page 13. It states that embossed envelopes were first issued 1st Jan. 1841. The date accepted by collectors is 29th Jan., on what grounds, the author does not know, but it may be noted that the first three dies were not approved until Jan. 20th.  
Page 26. The old registration system ceased on 1st Jan. 1840, not as stated. The author has an official notice inserted in a newspaper proving this.<sup>1</sup> In the general post, jewellery was not taken any notice of, it only received attention in the ' twopenny ', together with lace.  
The first issue of the ' Summary ' is dated June, 1911, the second, August of 1911.

<sup>1</sup> See Fig. 6, page 215.



- 1911 Chats on Postage Stamps. By Fred. J. Melville.

*T. Fisher Unwin, Ltd., London, Adelphi Terrace, W.C.*

8°, 8 in., 362 pp. ; 74 illust.

\* \* Although the title is of a general nature, a large proportion of the contents of this book deals with British Postal History, and gives much interesting information. It is incorrect on the subject of the winners of the Treasury competition, and, in the present author's opinion, in recommending that margins should be removed from unused stamps, and the envelope paper from used. There was a 'second impression' in 1920, not brought up to date.

- 1911 Catalogue of the Philatelic Library of the Earl of Crawford, K.T. By E. D. Bacon.

*London : The Philatelic Literature Society.*

4°, 14 in., x pp. + (462) pp., numbered to 924 in columns.

\* \* More than half this volume consists of a catalogue of periodicals. It is a monument to the patience and skill of the compiler. The 200 odd pages devoted to 'separate works' contain much that is interesting, although they include dealers' and auction catalogues in large numbers, which cannot be said to be of much value unless they are either extremely old or current. The present author has found in this work details of several books, &c., which he has not actually come across.

- 1912 The History of the British Post Office. By J. C. Hemmeon, Ph.D.

*Cambridge (U.S.A.) : Harvard University, 1912.*

8°, 8½ in., xii + 261 pp.

\* \* This book is volume vii of the 'Harvard Economic Studies'. Both in style and in matter it is quite admirable. It is a mass of detail, but hardly any facts are stated without original references, the latter averaging at least four to a page, so that it is evidently the result of very deep study. It is a pity that it should be so little known in this country, as it is a most important contribution to history, moreover no corresponding book has ever been produced over here, as Joyce only goes to 1836, and much of Rowland Hill's biography, in which the story is carried on, deals with matters not postal. Though emanating from abroad, it shows a complete mastery of the subject, and makes surprisingly few mistakes. It follows Joyce in ascribing the invention of postmarks to Dockwra, which is only natural, although at the same time it generally goes behind him to State and Parliamentary papers ; and the history of ship letters on p. 124 is not quite strictly accurate. It is a truly remarkable feat. Copies of the book are obtainable from the Oxford University Press, at 10s. 6d.

- 1912 The Post Office and its Story. An interesting account of the activities of a great Government Department. By Edward Bennett.

*London : Seely, Service & Co., Ltd.*

8°, 7¾ in., 356 pp. ; 31 plates.

\* \* The word 'interesting', though in its position on the title page it should be, according to the proverb, 'no recommendation', is certainly applicable.

- 1912 The Marginal Varieties of the Edwardian stamps of Great Britain, 1902-12. By Sam. C. Buckley.

*Published by Oswald Marsh, Norwood, London.*

8°, 7½ in., xvi + 60 pp. ; illust. Thick paper wrapper.

\* \* At the period to which this book refers many alterations and peculiar markings appeared on the margins of the stamps. It was well done, but in consequence of subsequent research and issues, now falls very short of completeness.

- 1913 British Postage Paid Stamps. An illustrated and priced catalogue of over 5,000 varieties used between 1870 and 1912. By W. Hartree, M.A.  
*Cambridge : W. Heffer & Sons, Ltd.*  
8°, 7½ in., xxiv + 42 pp. ; interleaved. Coloured card covers.  
\*\*\* With the exception of Mr. Raynor's pamphlet on the postmarks of the Great War, this is the only attempt worth mentioning that has been made to catalogue a special group of postmarks. Similar monographs dealing with older and more interesting kinds would be welcome to collectors, but the difficulties in the way of obtaining even approximate completeness are almost insuperable.
- 1913 Great Britain. The Harrison and Somerset House printings, 1911-12, and how to distinguish them. With a chapter on the early Georgian issues. By Stanley Phillips.  
*London : Stanley Gibbons, Ltd.*  
8°, 7½ in., vi + 64 pp. ; illust.  
\*\*\* Superseded by the second edition, as follows :
- 5 1914 The Stamps of Great Britain, 1911-14. By Stanley Phillips.  
*London : Stanley Gibbons, Ltd.*  
8°, 7½ in., vi + 96 pp. ; illust. Thick paper wrapper.  
\*\*\* This little book is most useful for a difficult period. In its turn it was rendered obsolete by the ' Third Edition, revised and largely re-written ' of 1921, the title being altered to suit the longer period.
- 5 1916 Postage Stamps in the Making. A general survey of the practices and processes employed in the manufacture of Postage Stamps. By Fred. J. Melville.  
*London : Stanley Gibbons, Ltd.*  
4°, 11 in., iv + 198 pp. ; illust.  
\*\*\* Although this is called ' volume one ', a second has not yet made its appearance. It is, however, complete in itself, and contains an enormous amount of information indispensable to collectors who wish to go below the surface, and know how their stamps have been produced.
- 1917 The Royal Mail to Ireland, or an account of the origin and development of the post between London and Ireland through Holyhead, and the use of the line of communication by travellers. By Edward Watson.  
*London : Edward Arnold.*  
8°, 9 in., x + 244 pp. ; 11 plates.  
\*\*\* Mr. Watson has had access to the records connected with this subject, and has availed himself of them in a masterly manner. The plates are excellent. There is only one drawback, namely, the absence of an index.
- 5 1920 The Line-engraved Postage Stamps of Great Britain printed by Perkins, Bacon & Co. By Edward Denny Bacon, M.V.O. In two volumes.  
*London : Chas. Nissen & Co., Ltd., 1920.*  
4°, 11½ in., vol. i, xx + 240 pp. ; vol. ii, 321 pp. ; 15 plates and other illust.  
\*\*\* This is a truly magnificent work. Both the knowledge of the writer and his sources of information, namely the records of the producers of the stamps and



the Royal collection, were unique, and could not have been taken advantage of with greater skill. Unfortunately (on p. 150) the same error as to the date of the introduction of the carmine colour is made as in Wright and Creeke's 'British Isles'. Another slight blemish is the use of the term 'maltese cross' for the first type of obliterator. Except for these two trifling slips, it cannot be praised too highly.

- 5 1922 The Plating of the Penny Black Postage Stamp of Great Britain, 1840. With a description of each individual stamp on the eleven different plates, affording a guide to collectors in the reconstruction of the sheets. By Charles Nissen, in collaboration with Bertram McGowan.

*London : Charles Nissen & Co.*

4°, 11¾ in., xx + 122 pp. ; 40 photographic plates and other illust.

- \* \* \* This book is a monument of industry. With the help of the illustrations, any black stamp can be assigned more or less easily to its own plate.

- 1923 The Postage Stamps of Great Britain, 1840-1922. By Sydney R. A. Oliver and F. Hugh Vallancy.

*Office of 'Stamp Collecting', 89 Farringdon Street, London.*

8°, 8¾ in., 564 pp.

- \* \* \* This book will be found useful by collectors who do not possess the more important ones on the subject, yet require something better than a mere catalogue. It, however, contains a good many mistakes, and much unnecessary matter.

- 1924 Great Britain's first Postage Stamp. By Ernest S. Gladstone.

*Liverpool : Douglas & Walls, Ltd.*

8°, 9½ in., 32 pp. ; illust.

- \* \* \* The title is open to criticism, as it is really an account of the paid marks used by Dockwra in the London Penny Post, and by the P.O. down to 1794. Its author was one of those persons who try to induce collectors to include 'Paid' marks under the title 'stamps', a term confined by them to adhesives and those embossed or printed on stationery, though the Post Office includes under it all postmarks. It seems unnecessary, as well as hopeless, to try and modify this state of affairs. There is much of interest to collectors in this book. The late Mr. E. S. Gladstone acquired a quantity of information, previously unknown, from letters in the British Museum and in private hands.

No important work dealing with the history of posts generally has ever been published in English. In French there are two, mentioned under the heading 'France' in Appendix II. In German there is one, namely, 'Das Buch von der Weltpost', published in Berlin, 1st edition, 1884 ; 2nd, 1885 ; 3rd, 1894 : 4to, 12¼ in. (10) + 367 pp., profusely illustrated. There is also one in Spanish, 'Historia del Correo, desde sus orígenes hasta nuestros días', por D. Eduardo Verdegay y Fiscowich, Madrid, 1894 : 4to, 10½ in. 480 pp., with illustrations.

### (b) PAMPHLETS

Collectors will perhaps find the following list interesting and suggestive ; it is, of course, merely a selection. One or two early catalogues of postage stamps are mentioned, though in general these are hardly of sufficient importance in connexion with postal history to merit inclusion.

- 1659 A Penny Post : or, a vindication of the liberty and birthright of



every Englishman, in carrying merchants' and other men's letters, against any restraint of farmers of such employments. By John Hill.  
*London, 1659.*

4°, 8 in., 8 pp.

\* \*\* An account of this tract, a copy of which is in the British Museum, was published in *The Academy* of 27th Dec. 1879.

1797 Mr. Palmer's Case explained. By C. Bonnor.  
*Published by W. Richardson, Royal Exchange.*

8°, 8½ in., 38 pp.

\* \*\* The circumstances to which this relates are given in chapter xii of 'Joyce'. There were a number of pamphlets in this connexion.

1800 The Trial of Arthur Wallace, Assistant Deputy Postmaster of Carlow, for stealing notes out of the Post Bag, and for forgery.  
*Dublin : Printed by John Rea.*

8°, 9 in., 48 pp.

\* \*\* This pamphlet does not call for any special remark, but is given as representative of a class. Wallace was condemned to death.

1818 Newgate or Desultory Sketches in a Prison. A Poem by Lawrence Halloran, D.D., at present a prisoner in His Majesty's Gaol at Newgate under sentence of transportation for seven years on a charge of having defrauded the Post Office Revenue of the sum of TEN-PENCE by counterfeiting a Frank. Printed for the Author and sold for the benefit of his numerous young family.

4°, 74 pp. See *Halloran*, App. I.

1819 A Plan for obtaining a more speedy postage communication between London and the distant parts of the kingdom. By Henry Burgess.  
*London : 1819.*

8°, 8½ in. (8) + 60 pp. Folded coloured map.

1819 On the establishment of an extra post, for the purpose of multiplying and improving the means of postal communication between the distant and important parts of the kingdom. By Henry Burgess.  
*London : 1819.*

8°, 8½ in. (2) + 23 pp. + (1) p. Folded coloured map ; coloured paper wrapper.

1837 Post Office Reform : its Importance and Practicability. By Rowland Hill.

\* \*\* This is the bombshell that shattered the old régime. In January 1837 a small edition was 'Privately printed by W. Clowes & Sons, Stamford Street' (8°, 73 pp.), headed 'Private and Confidential'. The author has a bound copy with an autographed inscription in Rowland Hill's writing, the title-page of which is reproduced in Plate XXXV. The regular edition followed in March, price two shillings (Charles Knight & Co.); then a 'second' edition (104 pp.); with a 'third' in November (97 pp.), while a 'fourth' appeared in 1838, making five altogether. The last two contained essays for letter sheets, which are usually missing. One copy of the third edition in the British Museum contains a wrapper of the 'Ninth Report' series.

*Edw. Ransome Esq*  
*with the Author's name*

*Private and confidential.*

# POST OFFICE REFORM;

ITS IMPORTANCE

AND

PRACTICABILITY.

---

BY ROWLAND HILL.

---

PRIVATELY PRINTED,  
BY W. CLOWES AND SONS, STAMFORD STREET.

1837





- 1838 Facts and reasons in support of Mr. Rowland Hill's plan for a universal penny postage. By W. H. Ashurst.  
*London : Henry Hooper.*  
 8°, 8¼ in., viii + 95 pp. + (1) p.  
 \* \* A second edition was issued the same year, enlarged to 133 pp. Both contained an essay for a letter sheet (Parker's). See P. & W., p. 275.
- 1838-9 The Post Circular.  
*London : Henry Hooper.*  
 \* \* This periodical, which was edited by Mr., afterwards Sir, Henry Cole, was published in the interests of Penny Postage. Thirteen numbers were issued, the last being numbered 14 in error. Proof copies exist of two others, numbered 15 and 16, but they were probably never issued.
- 1839 On the collection of postage by means of stamps. By Rowland Hill.  
*London : June 13, 1839. Printed by C. Whiting, Beaufort House, Strand.*  
 Fol. 13½ in. (1) leaf.
- 1839 Uniform Penny Postage. Facts and estimates as to the increase of letters. By Rowland Hill.  
*London : July, 1839.*  
 Fol. 13½ in. (4) pp.
- 1839 A Report on the French Post Office, in a letter addressed to the Rt. Hon. the Chancellor of the Exchequer. By Rowland Hill.  
*London : 1839.*  
 Fol. 13 in. (2) + 14 pp.
- 1840 Bogardus's specification of Patent No. 8,208 of 1839.  
 \* \* This was a patent for attaching the stamp by means of the seal. Its only interest lies in the fact that the patentee received one of the prizes in the Treasury competition. The specification is now out of print.
- 1840 Dickinson's specification of Patent No. 8,242 of 1839.  
 \* \* This is the patent for the celebrated 'silk-thread' paper. A second edition was printed 25.1.1910.
- 1841 Results of the new postage arrangements. By Rowland Hill.  
*London : Henry Hooper.*  
 8°, 8¼ in., 16 pp.  
 \* \* This is a reprint of a paper read by Rowland Hill before the Statistical Society of London on 17th May, 1841.
- 1843 Requisites to the completion of Mr. Rowland Hill's plan of Post-office improvement. No. 1.  
*London : Charles Knight & Co.*  
 8°, 8¼ in., 14 pp.  
 \* \* This pamphlet is not referred to in the 'Life of Rowland Hill'. It contains a copy of a letter dated 24th April, 1843, addressed by him to the 'Mercantile Committee on Postage', and of the petitions presented to the House of Commons by himself and by eight members of the said committee, mentioned on pp. 483 and 484 of vol. i of the 'Life'. The author's copy is 'Third Thousand'.
- 1844 The State and prospects of Penny Postage, as developed in the evidence taken before the Postage Committee of 1843 : with incidental

remarks on the testimony of the Post Office authorities ; and an appendix of correspondence. By Rowland Hill.

*London : Charles Knight & Co.*

8°, 8 in., iv + 84 pp.

\* \* \* The author's copy is marked 'Rev<sup>d</sup>. J. C. Harrison with Mr. Hill's respects' (not R. H.'s writing).

- 1849 Archer's specification of Patent No. 12,340 of 1848, on the subject of perforating Postage stamps, Tickets, Labels, &c.

\* \* \* A second edition was printed 25.3.1909.

- 1849 Ocean Penny Postage : its necessity shown and its feasibility demonstrated. By Elihu Burritt.

*London : C. Gilpin, 5 Bishopsgate Street Without.*

- 1851 An Ocean Penny Postage. Will it pay ? By Elihu Burritt.

*London : 1851.*

8°, 8½ in., 4 pp.

- 1851 Perforated Postage label stamps. Statement of the advantages of the machine, now at Somerset House, for perforating sheets of postage label stamps, so as to effect their instant separation without the aid of any cutting instrument ; also the difficulties thrown in the way of the inventor before he succeeded in rendering the machine available for the purposes designed ; together with the correspondence between the Lords Commissioners of Her Majesty's Treasury, the Honourable the Commissioners of Inland Revenue, and the Patentee (Henry Archer).

8°, 8½ in., 26 pp. Folded plate of drawings.

- 1856 An historical summary of the Post Office in Scotland, compiled from authentic records and documents. By T. B. Lang, Esq., Controller, Sorting Department, General Post Office, Edinburgh. For private circulation.

*Edinburgh : Printed by W. H. Lizars, St. James's Square, 1856.*

8°, 8½ in., 16 pp. Coloured paper wrapper.

\* \* \* This is the complete report, which was summarized in the P.M.G.'s Second Annual Report (1856). It is of great interest and rarity.

- 1856, &c. British Postal Guide.

\* \* \* The first issue was on 1st May, 1856, No. 3 being dated 1st January, 1857. During these two years they included a list of obliterating numbers, afterwards omitted.

- 1858 Principal Streets and Places in London and its environs, as divided into postal districts. With Maps. By command of the Postmaster General. January, 1858. Price one shilling.

\* \* \* London was divided into ten postal districts in 1856 ; afterwards reduced to eight by the elimination of N.E. and S.

- 1862 Catalogue of British, colonial, and foreign postage stamps. By Mount Brown. Comprising upwards of 1,200 varieties.

*London : F. Passmore, 1862.*



16°, 5¼ in., vi + (2) + 62 + (2) pp. Coloured paper wrapper.

- \* \* \* This, the first edition of the first stamp catalogue, appeared in May, 1862. By 1864 it had passed through five editions.

1862 The Stamp collector's Guide; being a list of English and foreign postage stamps with 200 fac-simile drawings. By Frederick Booty.

*Brighton: H. & C. Treacher. London: Hamilton Adams & Co., 1862 (August).*

- \* \* \* This was the first work published that gave illustrations of stamps. Both text and illustrations are lithographed. It had been preceded by three editions of 'Aids to Stamp Collectors, being a list of English and foreign postage stamps in circulation since 1840', which were not illustrated. They all appeared in 1862, the year which also witnessed the publication of the first specially planned volume to contain a collection of stamps—'Album-Timbre-Poste', by M. Justin Lallier, produced simultaneously in France and England.

1862 A Hand Catalogue of postage stamps for the use of collectors. By J. E. Gray.

*London: R. Hardwicke.*

8°, 6½ in., xvi + 54 pp. Coloured wrapper.

- \* \* \* There were six editions, the latest in 1875.

1864 Results of Postal Reform. By Rowland Hill.

- \* \* \* Original not seen. A pamphlet published by Sir R. H. on his resignation, and circulated privately. It is reprinted in Lewins' 'Her Majesty's Mails' (App. H), also as an appendix to 'Sir Rowland Hill, the story of a great Reform'.

1866 Universal Penny Postage. One penny per half ounce sufficient for collection, transport (irrespective of distance) and distribution. By William Hastings.

*Huddersfield: Geo. Harper—Geo. Tindall. London: Simpkin, Marshall & Co.*

8°, 7¾ in., 37 pp.

- \* \* \* This 'tract', as the author calls it, contains a quantity of 'facts and figures', intended to be à la Rowland Hill.

1872 La Poste à un Penny. By Arthur de Rothschild.

*Bruxelles, Bureau de Timbre-Poste, 1872.*

8°, 6¼ in., 48 pp. Coloured paper wrapper; illust.

- \* \* \* A translation of Forrester's communication to the Treasury in 1839.

1880 Ralph Allen, John Palmer, and the English Post Office. With notes on the Bath Post Office. By Jerom Murch.

*London: Longmans Green & Co. Bath: W. Lewis and all the book-sellers.*

8°, 8½ in., 41 pp.

1881–1891 The Chalmers-Hill controversy.

During this decade between forty and fifty pamphlets were published by Patrick Chalmers in an attempt to prove that his uncle, James Chalmers (q. v. App. I) was the inventor of the adhesive postage stamp. Although the *Encyclopaedia Britannica* still supports his claim, the general view of philatelists is that the stamps supposed to have been made by Chalmers in 1834 are mythical, and that the credit for the first invention, as well as for the first publication of the idea,



remains with Rowland Hill, who put forward the suggestion in his evidence before the Committee of P.O. Enquiry on 13th February, 1837 (Ninth Report, p. 33). James Chalmers himself never claimed to have published the idea as early as this. In a printed statement dated 8th February, 1838, which he forwarded to Rowland Hill in May, 1840, he said: 'Specimens of gummed or adhesive pieces of paper were affixed to the original copies of this article which was first published in November 1837.' The latter was the earliest date he claimed himself. P. & W., 276.

- 1890 Celebration, &c., of the Jubilee of Penny Postage, 16 May, 1890. Reports of the Controller of the London Postal Service and the Electrician.

*London: H.M. Stationery Office.*

8°, 8½ in., 13 pp.

\* \* \* The contents are included in the book officially issued dealing with the subject, and mentioned under 'Books'.

- 1891 Old Coaching Days. Some incidents in the life of Moses James Nobbs, the last of the mail coach guards. Told by himself, with a preface by the Controller of the London Postal Service (R. C. Tombs).

12mo., 6 in., 55 pp., portrait.

\* \* \* The subject of this little autobiography entered the service of the P.O. in 1836. From then until he was transferred to railway work in 1854, he met with some stirring adventures.

- 1906 The Official Stamps of Great Britain. By I. J. Bernstein. [Philatelic Record Company, Ltd. Philatelic Record handbooks, No. 3.]

*Manchester, West Norwood: printed by Philatelic Record Co., Ltd., 1906.*

8°, 10 in., 19 pp. + (1) p., illust.

\* \* \* Contains a good deal of interesting information.

- 1908 A penny all the way. The Story of Penny Postage. By F. J. Melville. *London: 1908.*

8°, 6¼ in., 48 pp.

\* \* \* There were two London editions, and two American editions, all 1908.

- 1910 County Borough of Halifax, Bankfield Museum notes, No. 8. 'Halifax Posts', 1684-1852. By H. Ling Roth, Hon. Curator.

*Halifax: F. King & Sons.*

8°, 8½ in., 30 pp.; illust.

\* \* \* This is an interesting little pamphlet, illustrated by reproductions of marks found on local correspondence. Mr. Roth has fallen into an amusing mistake by assuming that a 'New Envelope', described in an advertisement of 1845 as an 'envelope of exquisite beauty', made by Perkins, Bacon & Co. for the proprietors of 'Kalydor', was intended for postal purposes; of course it was merely a wrapper in which the preparation was 'put up'. The postmarks in the right hand column of p. 19 were all impressed at Dublin as the letters passed through, not as attributed. This pamphlet prompts the reflection that a small collection of local postmarks of all dates would form an interesting exhibit in every museum.

- 1912 A Glossary of Philatelic Terms. Compiled by a Committee appointed by the Second and Third Philatelic Congress of Great Britain, 1910-11.

*London: Stanley Gibbons, Ltd.*

8°, 7½ in., 28 + (4) pp.

\* \* \* This is useful and authoritative.

- 1920 A Reference List of British Army Postmarks used in the Great War, 1914 to 1919. Compiled by P. E. Raynor and others.  
*Printed and published by the Rev. P. E. Raynor, Tingewick Rectory, Buckingham.*  
 8°, 8½ in. (2) + 26 pp. ; illust.  
 \*\*\* Indispensable for those interested in the subject.
- 1921 Oxford and Cambridge College Messenger Postage Stamps, Cards and Envelopes. A short account of their Origin and Use. By F. A. Bellamy, M.A., F.R.A.S.  
*Oxford : Printed and published by Oxford Chronicle Co., Ltd., 1921.*  
 4°, 10 in., 20 pp.  
 \*\*\* An interesting account of these stamps, preceded by an excellent little summary of P.O. history. At the end are some criticisms and corrections of the book published in 1904 by the Rev. H. Cummings.
- 1922 Great Britain: The Line-engraved stamp 'Alphabets'. By H. S. Hodson and Dr. E. W. Floyd. With appendix, How to plate the Two Pence 'no lines', by J. H. Tite.  
*London : Harris Publications, Ltd.*  
 8°, 7¼ in., 20 pp., with eleven plates of enlargements to scale.  
 \*\*\* A valuable little compilation, as might be inferred from the names of the authors.
- 1922 Essays, Proofs, &c., for the Georgian Issues of Great Britain. A Paper read before the Royal Philatelic Society, London, on the 30th March, 1922. By Lieut.-Colonel A. S. Bates, D.S.O., T.D.  
*Reprinted from the London Philatelist.*  
 4to, 10¾ in., 10 pp. with plate.  
 \*\*\* Only fifty copies printed.
- 1923 The Jamaica Post Towns, 1840-1875. By the Rev. C. S. Morton.  
*Offices of 'Stamp Collecting', London.*  
 8°, 8 in., 24 pp.  
 \*\*\* Much interesting information regarding the places in Jamaica which used obliterations in the English series is contained herein. The list, however, is not complete. For the latest information, see App. IV.—See also *Stanley Gibbons' Monthly Journal* for March, 1925.
- 1923 The Numbered Obliterations of the London and Suburban Districts. By C. F. Dendy Marshall, M.A.  
*Indexed, printed, and published by the Rev. P. E. Raynor, Tingewick Rectory, Buckingham.*  
 8°, 8½ in., 10 pp.  
 \*\*\* This pamphlet contains the most complete list of these numbers which had up to then been published. Its contents have been incorporated in Appendix IV.
- 1924 A Short History of the Post Office from Earliest Times. By A. E. F. Ginn.  
*Published by the Philatelic Magazine (Harris Publications, Ltd.), London.*  
 \*\*\* Of no great importance.



- 1925 A Book about British Books of Stamps and Rolls. By W. Ward.  
*'Standard' Printers, Lytham.*  
 8°, 8 in., 20 pp.
- \*.\* There is some interesting information contained here respecting the booklets (the 1d. Georgian, first type, aniline being omitted), but the two pages devoted to the rolls are of too sketchy and incomplete a nature to be of much service.
- 1925 Report of the Twelfth Philatelic Congress of Great Britain, Cambridge, 1925.  
*Plumridge & Co., 61-62 Chancery Lane, W.C.2.*  
 8°, 8½ in., 112 pp.
- \*.\* This report contains a paper of exceptional value and interest on 'The Pre-1840 Essays of Great Britain', by Colonel A. S. Bates, D.S.O. There is also an interesting one which gives some information on the subject of 'firms' names', &c., entitled 'Thiet-proof Stamps and True Philately', by Dr. Gordon Ward.
- 1925 A Concise Register of the College Messenger Postage Stamps, Envelopes & Cards used in the Universities of Oxford and Cambridge, 1871-1895, together with the stamps used by the Oxford Union Society, 1859-1885. Compiled by Frank Arthur Bellamy, Hon. M.A., F.R.A.S., etc.  
*Oxford: J. Vincent, 109 High Street.*  
 4°, 10 in., 20 pp.

### (c) PARLIAMENTARY AND OFFICIAL REPORTS, &c.

The earliest in the author's collection is a 'Report from the Committee appointed to enquire into certain abuses in the Post Office, presented to the House of Commons, May 23rd, 1797. With an appendix containing the Earl of Tankerville's Narrative shewing the real Motives of his Dismission from the Post Office—The correspondence between the Earl of Tankerville and the Right Hon. William Pitt relative thereto, &c. &c. &c.

This report contains reprints of the documents relating to a quarrel described in chapter xii of 'Joyce'. Lord Tankerville, who was joint P.M.G. with Carteret, April, 1782, to May, 1783, endeavoured to get some serious abuses put down. He was not as judicious as he might have been, and had to retire from his post. Though a Parliamentary report, it is only 8vo.

The Eighteenth Report of the Commissioners of Revenue Enquiry, 1828, contains some interesting matter, and a list of post offices in England. It was the quarry from which Rowland Hill extracted the rocks he threw at the Post Office in his celebrated pamphlet.

In February, 1835, a committee of three members, under the chairmanship of Lord Duncannon, was appointed to inquire into the management of the Post Office. It issued ten reports at intervals, down to January, 1838.

In the meantime, on 23rd Nov., 1837, another committee, generally known as the 'Select Committee on Postage', consisting of fifteen members under Mr. Wallace, was appointed in consequence of Rowland Hill's proposals, which issued three reports only.



There is an enormous mass of dull matter in the blue books containing these reports, but here and there they are of great interest.

Taking those of the earlier committee first, usually called the 'Commissioners of Post Office Enquiry', the contents are as follow :

The first three reports, issued together, relate to the mail coach contract, and are not of much interest.

The Fourth deals with clerks, salaries, and accounts, and the same remark applies.

The Fifth is concerned with the question of the postage charged for commercial lists and 'Prices Current' (q. v. App. II).

The Sixth Report, a thick one of 300 pp., covers the subject of Packet Stations.

The Seventh is a further examination of the subject of mail coaches, and is of some interest. It contains drawings of coaches.

The Eighth Report is a small one dealing with the question of fees and privileges enjoyed by P.O. officials.

The Ninth, dated July, 1837, is of considerable interest and value. It forms the result of the inquiry into the Twopenny Post, including the question of using stamped covers ; moreover, it actually contains specimens of covers which were recommended for use. They were almost certainly printed by Whiting, and are on paper supplied by Dickinson, who also gave evidence. Maps are included showing the limits of the postal deliveries in and round London. By this time Rowland Hill had made known his plan, and gave evidence.

The Tenth is a small report on the subject of Registration, and contains useful information.

The Reports of the 'Committee on Postage', though only three in number, make up for it in bulk. They do not fall under distinct heads like the other set, but are mostly taken up with the evidence given by the witnesses, including, of course, Rowland Hill. Much of the testimony is very interesting.

The Second Report includes evidence by Charles Whiting. In the appendix to this one are useful lists of Post Towns, sub post towns, Penny Posts, and Fifth Clause posts.

The Third contains maps of England, Scotland, and Ireland, showing the coach routes, post offices, and rates of postage. Only two 'Railroads' are indicated, namely the Liverpool and Manchester, and the Grand Junction, running from Newton on the former line to Birmingham.

In September, 1842, Rowland Hill was dismissed from the Treasury ; a proceeding which led to the appointment of a Select Committee (of fifteen members) to inquire into the position of the Post Office resulting from the establishment of Uniform Penny Postage. A thick Report was issued, which is of considerable interest.

In 1852 a Committee was appointed to examine the situation with regard to perforation, which had been introduced by Archer. Their report is called 'Postage Label Stamps'.

## OTHER OFFICIAL REPORTS

Report on the Post Office, 1854, by a Committee presided over by Lord Elcho, and Reports to the Postmaster-General by Mr. Scudamore upon the Proposal for transferring to the Post Office the Control and Management of the Electric Telegraphs throughout the United Kingdom, printed in 1868, bound together.

8°, 9½ in., 46 + 166 pp.

Annual Reports of the Postmaster-General on the Post Office. The most interesting from an historical point of view are the first (1855), which contains an historical summary of the history of the P.O., more particularly in England : the second (1856) in which there is a similar, but brief account applying to Scotland : the third (1857), the same for Ireland : the forty-second (1896), which gives an outline of the development of the Money Order Department, and the forty-third (1897), with an account of the Savings Bank.

Though not a report, mention may be made here of a handsome volume in the author's collection, bound in crimson leather, tooled and gilt, with the royal arms on back and front, containing ' Rules for Postmasters in England and Wales ' ; ' Rules for Sub-postmasters in the United Kingdom ' ; ' Rules for Postmasters in Scotland ' ; and ' Rules for Postmasters in Ireland ' ; all dated 1856. It is evidently a copy for some high official.

8°, 9¾ in., 64 + 28 + 64 + 64 pp.

## (d) ARTICLES, &amp;c.

The most important articles which have appeared in philatelic papers on special subjects have already been referred to under the appropriate headings. The following are some useful references contained in works not of a philatelic nature.

- 1673 Britannia, by Richard Blome, has a short account of the Post Office. There were 182 ' deputy postmasters ' in England and Scotland, besides the sub offices. Only three, however, are given for Scotland.
- 1680 The Present State of London. By Tho. De-Laune, Gent. Contains an account of the London Penny Post, with illustrations of the postmarks used. It is particularly valuable, being contemporary with Dockwra. There was another edition in 1690 ' continued to this Present Year by a careful hand '.
- 1755 The sixth edition of Stowe's ' Survey of the Cities of London and Westminster and the Borough of Southwark ' contains some interesting matter on the subject of the Post Office (vol. ii, p. 501 et seq.), which includes a complete list of the post offices in England.
- 1834 The Penny Magazine of the Society for the diffusion of useful knowledge, published by Charles Knight. The monthly supplement,



No. 117, Dec. 31, 1833, to Jan. 31, 1834, contains an illustrated article, 'The history and present state of the Post Office'. 'New Series', No. 762, vol. xiii, Feb. 17, 1844, contains an article, 'Results of penny postage'.

1838, &c. The Companion to the Almanac. Published by Charles Knight & Co., London. Several issues of this annual have articles on the Post Office, as follows :

1838 New System of Twopenny Post.

1839 The Uniform Penny Postage.

1840 The History of the Post Office.

1841 (a) Effect of the new Post Office arrangements on the number of letters ;  
(b) Minute of the Treasury for the regulation of the Postage.

1842 Effect of the Penny Postage on the number of letters and on the revenue of the Post Office.

1851 Ocean Steamers—Foreign Mails.

1840 The London and Westminster Review for February or March, 1840, contained an article on 'The New System of Postage'. To this article were appended specimen sheets of various designs by Whiting and others. It consisted of a review by Sir Henry Cole of the following :

1. 'On the collection of postage by means of stamps', by Rowland Hill.

2 to 4. Three Treasury Minutes of 1839.

5. 'A letter to the Postmaster General', by W. Cooper.

(This magazine must not be confused with a contemporary called *The Westminster Review*, with which it was united about this time.)

1840 The Edinburgh Review for January, 1840, contained a review of

1. Ninth Report of P.O. Commissioners.

2. Post Office Reform. By R. Hill.

3. 1st, 2nd, and 3rd Reports of Committee on Postage.

4. Facts and Reasons in support of Mr. Hill's plan. By W. H. Ashurst.

5. The Post Circular, Nos. I to XIV.

6. Du Service des Postes, &c. (Paris, 1839).

1848 The 'Art Journal' for June, 1848, contained an article on 'Compound Plate Printing', by Robert Hunt, with a plate of essays by Whiting.

1868 In a work entitled 'Rambles on Railways', by Sir Cusack P. Roney (London, Effingham Wilson), chapters iv and v, and two appendixes, are devoted to the relations between the Post Office and the railways.

1912 'The Laws of England', by the Rt. Hon. the Earl of Halsbury and other lawyers, devotes pp. 625 to 669 of vol. xxii to the law relating to the Post Office and its constitution.

1923 'The King's Journalist, 1659–1689', by J. G. Muddiman (John Lane), contains matter relating to the Post Office of considerable interest and importance. It is a most valuable work from the historical point of view, carefully written, throwing much fresh light on the history



of the period, more especially that of newspapers, and pricking a number of bubbles. So far as the Post Office is concerned, however, the writer, while pointing out errors into which previous historians have fallen, has not entirely escaped them himself. He conveys the impression that the carriage of private letters only began in 1637, whereas, as we have seen, it was distinctly countenanced by the Proclamation of 1583; gives 1681 as the date of the introduction of postmarks; and imagines the Duke of York was Postmaster-General. The duke did not in any way succeed Arlington, but the revenues arising from the Post Office were conferred on him in 1663 (15 Ch. II); a fact which is recited in subsequent Proclamations forbidding the illegal carriage of letters. Mr. Muddiman quotes a contemporary newspaper, already referred to, which contains a denial by Titus Oates that he had ever denounced the Penny Post; but states that it was set up solely in order to injure the Duke of York. Doubtless the duke said so when he was attacking Dockwra, to whom Mr. Muddiman is hardly fair, and it is suggested that there must have been some hidden motive for the establishment of the post, because it could not have been remunerative. The reply to that argument is, if it was not profitable, why did the Government not shut it down, instead of taking it over and continuing to run it exactly on the original lines? There are five appendixes of great interest, consisting of letters and declarations written by John Hickes, q. v. App. I.

- 1925 'With Pencil, Brush and Camera', by Emil Fuchs (Putnam's Sons, New York and London), contains some interesting information, in chapter vii, relative to the production of the King Edward stamps, and gives an etching executed for the purpose.

The various editions of the *Encyclopaedia Britannica* have good articles on the Post Office.

## APPENDIX IV

### LISTS OF OBLITERATING NUMBERS

#### GENERAL REMARKS

IN view of the similarity of the cross paté obliterators, which rendered it impossible to say where a letter had been posted in the event of the date stamps being illegible, it was decided to have numbered obliterators for all the more important places, and they were introduced on 1st May, 1844.

The principle adopted was to allot a number to each head office, in alphabetical order, interpolating certain of the sub-offices which were considered sufficiently important to be given an obliterator, after their respective head offices. The places which are in alphabetical order in the original list coincide, with only one or two exceptions, with the lists of Post Towns given in the second report of the Select Committee on Postage, 1838. It seems to have taken some time to distribute the new obliterating stamps—which were supplied from London—in Scotland, as the author has an example of a cross paté used at Munloch (afterwards 261) as late as November, 1845. This place, together with a good many others, was omitted in the 1844 list, numbers being left vacant for them in their proper alphabetical positions.

The almost exact coincidence of the obliterating list with that of 1838 is rather surprising, considering that there was a period of six years between them, during four of which Penny Postage had been in operation—one would have expected to find many additions—but light is thrown on the subject by the evidence of Colonel Maberly before the Committee of 1843. It appears that the opening of fresh post offices had been practically at a standstill since the introduction of cheap postage, but that a rule had just been put into operation (doubtless for fear of what the committee might say) that a post office was to be set up at the public expense in every village which received 100 letters a week! This standard throws an interesting light on the number of letters written in those days.

Numbers involving 6 or 9 were generally omitted for fear of ambiguity. As this risk disappeared when duplex marks came in (although still remaining in the case of single obliterators), they were afterwards filled up.

In consequence of the carriage of letters about 1844 being fast transferred from the roads to the railways, many of the offices retired into obscurity almost at once, and their marks are of extreme rarity; some of the 'post towns' were merely inns where the coaches stopped to change horses, or exchange mails, not being 'towns' at all.

The lists of numbers were given in the Postal Guides of 1856 and 1857. Official lists have been issued (but not to the public) in 1844, 1856, 1874, 1885, 1892, 1906, and 1924. These lists merely give the numbers in use at the time of printing, and certain places to which numbers were allotted after



the issue of one list dropped out before the next one was produced, and so do not appear. This is particularly the case in the period 1856–1874, as many were withdrawn in 1860. The author has been able to gather a great deal of information from a series of books at the Record Room, G.P.O., containing proof postmarks, with the dates at which, and places to which, they were sent, and he is much indebted to the authorities for the privilege of examining them. Unfortunately, this method seems to have been abandoned for a time as regards the London postmarks—at all events there is now a gap in the series of books.

The 1924 list, which is entitled ‘List of Index numbers used in surcharge, explanatory, and other stamps in Great Britain and Northern Ireland’, contains such drastic alterations, and would have so much increased the complexity of the list, that the author has decided to ignore it, especially as numbered obliterations were practically obsolete by 1906. Some notes on the subject are appended, however, to each of the lists herein. A full stop after a number indicates that it was retained for the same place in 1924.

In the following lists, where a name of a place is given without any date, it received a number on the first occasion on which that number was brought into use.

Information in brackets applies to the place, and not to the number, usually indicating the status of the office, and giving a rough guide as to when it was opened. The lists of post offices which have been used for this purpose are :

Stow’s ‘Survey’, 1754.

‘The Royal Kalendar’, 1786.

Eighteenth Report of Commissioners of Revenue Inquiry, 1828.

First and second Reports of Select Committee, 1838.

Postal Guide, 1857.

For example [–1857] means that there was no post office of the name in question in 1857; whereas –1874 (not in brackets) signifies that the number was vacant in the 1874 list. In many cases where this happened, however, no notice is taken of the fact, as the numbers were being filled up quickly during that and the succeeding years.

An asterisk implies that the office is now either closed, or called by a different name.

Again, 9–Hoarwithy 1874 [–1838] means that 9 was vacant in the 1844 list, and that for 1857, but was allotted to Hoarwithy in 1874; and that there was no post office there in 1838, but there was one by 1857. (When the latter date is not mentioned, the post office existed then.)

E and L in sans serif type mean English and London lists respectively. Dates in thicker type are the actual ones of opening, but these can only occasionally be discovered. Those in ordinary type merely mean that the office was, or was not, in existence by then. Places abroad are in italics. They were all omitted in the 1906 list.



It often happens that the spelling has varied from time to time. Our forefathers were not very particular in this respect. In order to save space, these changes are not given, unless very marked, the object of this list being primarily to indicate the places ; it is not a catalogue of postmarks. If, as sometimes happens, the spelling in the lists differs from that in the postmarks, the latter are followed. Archaic forms which are given are those found in old postmarks.

In the numerous cases in which more than one place exists of the same name, every care possible has been taken to identify the county, sometimes a matter of considerable difficulty, as it is not always given in ambiguous cases in the postmark, and is frequently omitted in the lists. In a few instances one has been reduced to going simply by the balance of probability, but it has generally been possible to find an indication of some sort.

### LIST No. I

#### ENGLAND AND CERTAIN PLACES ABROAD

The original list of 1844 ran to 936. They went on adding numbers as required until November, 1873, by which time they had arrived at G35. They then halted, and proceeded to fill up all the numbers which, for one reason and another, were not in use ; a process which occupied over eight years, as they did not come to G36 until April, 1882.

The small obliterations of the 1844 type were given up, except in the case of some foreign ones, about the end of 1863, and do not occur beyond about B98 (the author's highest is B92). They were succeeded by a large thick type, the oval still being horizontal, supplied during 1864 and 1865, and found with numbers B99 to C64, and, of course, odd ones issued during that period for renewals. They then changed to ovals with the longer axis vertical. These had four bars above and below the number until 1877, when the type was changed to that with three only.<sup>1</sup>

Duplex marks were only supplied to the larger places. The earliest one (outside London) in the author's collection is Hull, 2nd Jan. 1854.

<sup>1</sup> Obliterators occur with short horizontal bars at the sides of the numbers instead of the usual curved lines like brackets. These were London marks introduced in 1862, 12 to 15 belonging to the Registered Letter Branch, and 52 to 74 (except 66) to the Inland Newspaper office. Another set of obliterations in the 'English' shape have the letters B, F, H, and P, in a diamond, which were brought into use in the Foreign Branch in Sept. 1865. They are known both on inward and outward letters ; in the case of the former it would no doubt be when the stamp had escaped obliteration, either by accident, or in consequence of the letter having been posted on board a ship which did not possess a postmark of her own. There must have been some reason for the selection of these particular initials, and it has been suggested that they were intended to indicate letters passing by Bristol, Falmouth, Hull, and Plymouth, respectively, but examples found do not appear to give any support to this hypothesis.

## List No. 1

## England and certain places abroad

1. Abergavenny, Mon.	[S.O. 1754 : P.T. 1820]	
2. Aberystwith, Card.	[—1786 : P.T. 1824]	
3. Abingdon, Berks.	[P.T. 1754]	
4. Wantage, „	[S.O. 1754 : P.T. 1823]	
5. Accrington, Lancs.	[P.P. 1831 : P.T. 1838]	
6. Alfreton, Derbys.	[—1754 : P.T. 1820]	
7. Crich, „	[—1838]	
„ Longhope, Glos. 1874	[ „ ]	
8. Alnwick, Northld.	[P.T. 1754]	
9 —Hoarwithy, Hfds. 1874	[—1838]	
10 Alresford, Hants.	[S.O. 1754 : P.T. 1786]	
11. Alton, „	[—1754 : P.T. 1786]	
12. Altrincham, Chesh.	[—1826 : P.T. 1838]	
13. Ambleside, Westmd.	[—1786 : P.P. 1835]	
14. Amersham, Bucks.	[—1754 : P.T. 1786]	
15. Chesham, „	[—1826 : S.O. 1838]	
16. Missenden*, <sup>1</sup> „	[ „ : „ ]	<sup>1</sup> Aftds. Great Missenden.
17. Amesbury, Wilts.	[S.O. 1754 : P.T. 1820]	
18. Ampthill, Beds.	[ „ : P.T. 1786]	
19 —Gilfach Goch, Glam. 1874	[—1857]	
20 Silsoe, Beds.	[—1754 : P.T. 1786 : S.O. 1838]	
21. Andover, Hants.	[P.T. 1754]	
22 Andover Road,* <sup>2</sup> Hants.	[—1838]	<sup>2</sup> Aftds. Micheldever Station.
23 Whitchurch, <sup>3</sup> „	[S.O. 1754 : P.T. 1820]	<sup>3</sup> Aftds. 099.
„ Senny Bridge, <sup>4</sup> Brecons. 1874	[—1786 : P.P. 1838]	<sup>4</sup> Form. Senny.
24 Overton, Hants.	[ „ : P.T. 1820]	
25. Appleby, Westmd.	[S.O. 1754 : P.T. 1786]	
26 —Arrington, Cambs. 1856	[—1786 : P.T. 1820]	
„ Cray, Brecons. 1874	[—1857]	
27. Arundel, Suss.	[S.O. 1754 : P.T. 1786]	
28. Ashbourne, Derbys.	[ „ : P.T. 1820]	
29 Ashburton, Devon	[P.T. 1754]	
30. Ashby-de-la-Zouche, Leic.	[S.O. 1754 : P.T. 1835]	
31. Ashford, Kent	[ „ : P.T. 1820]	
„ also Ashford, Station office,* 1894.		
32. Ashton-under-Lyne, Lancs.	[P.P. 1823, 1839]	
33. Atherstone, Warwks.	[S.O. 1754 : P.T. 1820]	
34. Attleborough, Norfk.	[—1754 : P.T. 1786]	
35. Axminster, Devon	[S.O. 1754 : P.T. 1820]	
36 Colyton, „	[—1838 : P.P. 1839]	
„ Madley, Hfds. 1874	[ „ ]	
37 Seaton, <sup>5</sup> Devon	[—1786 : P.P. 1835]	<sup>5</sup> Aftds. H22.
„ Buckfastleigh, Devon. 1874	[ „ „ ]	
38. Aylesbury, Bucks.	[S.O. 1754 : P.T. 1820]	
39. Aylsham, Norfk.	[S.O. 1754 : P.T. 1820]	



- 40 Bagshot,<sup>1</sup> Surrey [—1786 : P.T. 1820] <sup>1</sup> Aftds. B57.  
 „ Newtown, Tredegar\*,<sup>2</sup> Mon. 1874 [—1857] <sup>2</sup> Aftds. Newtown\*,  
 „ Chapel-town,\* Mon. 1886 [—1857] Mon.  
 41. Bakewell, Derbys. [—1786 : P.T. 1820]  
 42 Baslow, „ [—1838]  
 „ Chiswick,<sup>3</sup> Middx. 1874 [P.P. 1834, 1839] <sup>3</sup> Aftds. 57, L, also C  
 „ Login, Carm. 1892 [—1857] in London type. <sup>4</sup>  
 43 Stoney Middleton, Derbys. [—1826 : S.O. 1838]  
 „ Turnham Green\*,<sup>4</sup> Middx. 1874 [P.P. 1834, 1839] <sup>4</sup> Also T T T in Lon-  
 „ Docking, Norfk. 1885 [—1826 : P.P. 1835] don type.  
 44 Tideswell, Derbys. [ „ : S.O. 1838]  
 „ Resolven, Glam. [—1857]  
 45. Baldock, Herts. [S.O. 1754 : P.T. 1786]  
 46. Banbury, Oxon. [P.T. 1754]  
 47. Bangor, Carn. [S.O. 1754 : P.T. 1786]  
 48. Barnard Castle, Durham [ „ : „ ]  
 49. Barnsley, Yks. [ „ : „ ]  
 50. Barnstaple, Devon [P.T. 1754]  
 51. Barton-on-Humber,<sup>5</sup> Lincs. [S.O. 1754 : P.T. 1822] <sup>5</sup> Form. Barton.  
 52. Basingstoke, Hants. [P.T. 1754]  
 53. Bath, Som. [ „ ]  
 54. Battle, Suss. [S.O. 1754 : P.T. 1822]  
 55 Bawtry, Yks. [P.T. 1754]  
 56 Gringley\*,<sup>6</sup> Notts. [—1838] <sup>6</sup> Aftds. Gringley-on-  
 „ Forest Row, Suss. 1874 [—1826 : P.P. 1838] the-Hill.  
 57. Beaconsfield, Bucks. [S.O. 1754 : P.T. 1786]  
 58. Beaumaris, Anglsey. [P.T. 1754]  
 59. Beccles, Suffk. [ „ ]  
 60. Bedale, Yks. [—1786 : P.T. 1824]  
 61. Bedford [S.O. 1754 : P.T. 1786]  
 62 Belford, Northd. [P.T. 1754]  
 63 Wooler, „ [—1826 : S.O. 1838]  
 64. Belper, Derbys. [ „ : P.T. 1838]  
 65. Berkhamsted, Herts. [—1754 : P.T. 1826]  
 66. Berwick, Northd. [P.T. 1754]  
 „ also Berwick Station\*, 1864.  
 67. Beverley, Yks. [S.O. 1754 : P.T. 1820]  
 68. Bewdley, Worc. [ „ : P.T. 1786]  
 69. Bicester, Oxon. [ „ : „ ]  
 70. Bideford, Devon [—1786 : P.T. 1820]  
 71. Biggleswade, Beds. [—1754 : P.T. 1786]  
 72 Billericay, Essex [—1786 : P.T. 1820]  
 73. Bilston, Staffs. [—1826 : P.T. 1838]  
 74. Birkenhead, Chesh. [P.P. 1826, 1838]  
 75. Birmingham, Warwks. [P.T. 1754]  
 „ also Smethwick,<sup>7</sup> Staffs. <sup>7</sup> Form. 034.  
 „ „ Five Ways, Birmingham.  
 „ „ Gt. Hampton St., Birmingham.  
 76 Campden, Glos. [—1786 : P.T. 1826]  
 77. Halesowen, Worc. [—1754 : P.T. 1786 : S.O. 1838]



- 78 Henley-in-Arden,<sup>1</sup> Warwks. [S.O. 1754, 1838]  
 „ Aldershot, Hants. 1874 [—1838]  
 79. Knowle, Warwks. [P.P. 1776, 1839]  
 80. Bishop Auckland, Durham [S.O. 1754, 1838]  
 „ also South Rd., Bishop Auckland, 1887.  
 81 Stanhope, Durham [—1786 : P.P. 1838]  
 82 Bishop's Castle, Salop. [S.O. 1754 : P.T. 1820]  
 83. Bishop's Stortford,<sup>2</sup> Herts. [ „ : „ ]  
 84. Canterbury, Kent [P.T. 1754]  
 85. Bishop's Waltham, Hants. [S.O. 1754 : P.T. 1826]  
 86.<sup>3</sup> Blackburn, Lancs. [ „ : P.T. 1786]  
 87. Blandford, Dorset [P.T. 1754]  
 88.<sup>4</sup> Bodmin, Corn. [S.O. 1754 : P.T. 1820]  
 89 Wadebridge, Corn. [—1826 : P.T. 1838]  
 90. Padstow, „ [ „ : „ ]  
 91. Bognor, Suss. [—1826 : P.P. 1835 : P.T. 1838]  
 92. Bolton,<sup>5</sup> Lancs. [S.O. 1754 : P.T. 1820]  
 93 Boroughbridge, Yks. [P.T. 1754]  
 94. Boston, Lincs. [ „ ]  
 95. Alford, „ [S.O. 1754, 1838]  
 96 Stickney, „ [—1838]  
 „ Aldershot Camp\*,<sup>6</sup> Hants. 1874.  
 „ —1906  
 97. Bury St. Edmunds, Suffk. [P.T. 1754]  
 98 —Dinas Mawddwy, Merio. 1874 [—1838]  
 99 —Caldicot, Mon. 1874 [ „ ]  
 100 Botesdale, Suffk. [—1826 : S.O. 1838]  
 „ Ruardean, Glos. 1874 [—1857]  
 101 Ixworth, Suffk. [—1786 : P.P. 1835]  
 „ Alnmouth, Northd. 1874 [—1838]  
 102 Woolpit, Suffk. [S.O. 1754, 1838]  
 „ Leyton,<sup>7</sup> Essex 1874  
 „ Winfrith, Dorset 1899 [—1838]  
 103. Bourne, Lincs. [S.O. 1754 : P.T. 1823]  
 104. Brackley, Nthants. [—1786 : P.T. 1820]  
 105. Bracknell, Berks. [ „ : „ ]  
 106. Bradford-on-Avon,<sup>8</sup> Wilts. [S.O. 1754 : P.T. 1820]  
 107. Bradford, Yks. [ „ : P.T. 1786]  
 108. Carnarvon, Carn. [ „ : P.T. 1820]  
 109 —Walthamstow,<sup>9</sup> Essex 1874.  
 „ also Walthamstow, Orford Road, 1882.  
 „ Witton-le-Wear, Durham 1898 [—1786 : P.P. 1838]  
 110. Keighley, Yks. [—1826 : S.O. 1838]  
 „ also Ingrow, Keighley 1887.  
 111. Bingley, Yks. [—1826 : S.O. 1838]  
 112. Braintree, Essex [S.O. 1754 : P.T. 1786]  
 113 Brampton, Cumb. [ „ : P.T. 1822]  
 114. Brandon, Suffk. [ „ : P.T. 1826]  
 115 Stoke Ferry, Norfk. [—1754 : P.T. 1786 : S.O. 1838]  
 116. Brecon<sup>10</sup> [—1786 : P.T. 1823]

<sup>1</sup> It was put both at 78 and 756 in the list, but it is doubtful if 756 was used.

<sup>2</sup> 88 was used at Bishop's Stortford about 1854, in error.

<sup>3</sup> The first obliterator 86 had the 8 inverted, so that it looked like 98 (the latter number was not used until 1874).

<sup>4</sup> See note to 83, *ante*.

<sup>5</sup> Form. Bolton-le-Moors.

<sup>6</sup> Form. 046. Aftds. Stanhope Lines.

<sup>7</sup> Form. 14, L ; aftds. 82, L.

<sup>8</sup> Sometimes merely Bradford.

<sup>9</sup> Also 36, L and 85, L.

<sup>10</sup> Form. Brecknock.

- 117 Treacastle,<sup>1</sup> Brecons. [—1786 : S.O. 1838] <sup>1</sup> Aftds. 735.  
 „ Tottenham,<sup>2</sup> Middx. 1874. <sup>2</sup> Form. 8 L ; aftds. 74 and 80 L.  
 „ Trimdon Colliery, Durham 1899 [—1857]  
 118. Brentwood, Essex [P.T. 1754]  
 119 —Edmonton,<sup>3</sup> Middx. 1874. <sup>3</sup> Form. 10 L ; aftds. 81 L.  
 „ Trebanos, Glam. 1899 [—1857]  
 120.<sup>4</sup> Bridgend „ [S.O. 1754 : P.T. 1838] <sup>4</sup> 120 was used in error at Ringwood (properly 644), 1850–1858.  
 121 <sup>5</sup> Pyle „ [—1786 : S.O. 1838]  
 „ West Cross „ 1874 [—1857]  
 122. Bridgnorth, Salop [S.O. 1754 : P.T. 1820] <sup>5</sup> 121 was used in error at Morpeth (properly 537), 1853–1856.  
 123. Bridgwater, Som. [ „ : P.T. 1786]  
 124 Bridlington, Yks. [ „ : P.T. 1824]  
 „ Letchworth, Herts. 1909 [—1857]  
 125 Bridlington Quay\*,<sup>6</sup> Yks. [—1838] <sup>6</sup> Bridlington is 125 in the 1924 list.  
 „ —1906  
 126 Hunmanby, Yks. [—1826 : S.O. 1838]  
 „ . Spennymoor, Durham 1874 [—1838]  
 127. Bridport, Dorset [S.O. 1754 : P.T. 1820]  
 128 Beaminster,<sup>7</sup> Dorset [S.O. 1754 : P.T. 1835 : P.T. 1838] Aftds. 943 (1845); 128 probably not used.  
 „ St. Anne's Head\*, Pem. 1874 [—1857]  
 „ —1906  
 129. Brigg, Lincs. [S.O. 1754 : P.T. 1820]  
 130 Caistor, „ [—1826 : S.O. 1838]  
 131 Limber „ [—1838]  
 132. Brighton,<sup>8</sup> Suss. [—1754 : P.T. 1786] <sup>8</sup> Form. Brighthelmston.  
 „ *also the following S.O.s from Dec. 1883 :*  
 Alma Terrace\*, Hove  
 Bedford St.\* Brighton  
 Hove „ [P.P. 1835]  
 Kemptown „  
 Lewes Rd. „  
 Preston Rd. „  
 St. Georges Rd. „  
 St. James St. „  
 Victoria Rd.\* „  
 Western Rd. „  
 West Pier\* B.O. „  
 133 Catterick, Yks. [—1786 : P.T. 1820]  
 134. Bristol, Som. [P.T. 1754] <sup>9</sup> Form. 959.  
*also Clifton,<sup>9</sup> Bristol*  
 „ North St., Bristol  
 „ Redcliff, „  
 135 Caxton, Cambs. [P.T. 1754]  
 „ —1856  
 „ Tonyrefail,<sup>10</sup> Glam. 1874 [—1838] <sup>10</sup> Aftds. 801.  
 „ Corbridge, Northd. 1892 [P.P. 1834, 1839]  
 136. Brixham, Devon [—1786 : P.T. 1826]  
 137. Broadway, Worc. [ „ : P.T. 1820]  
 138. Bromyard, Hfds. [—1754 : P.T. 1786]  
 139. Bromsgrove, Worc. [—1786 : P.T. 1820]

- |   |                                     |  |
|---|-------------------------------------|--|
| 140. Redditch, Worc.                      | [—1826 : S.O. 1838]                 |  |
| 141 Studley, Warwks.                      | [ „ : „ ]                           |  |
| 142 Brough, Westmd.                       | [—1786 : P.T. 1820]                 |  |
| 143 Temple Sowerby, <sup>1</sup> Westmd.  | [P.P. 1832, 1839]                   | <sup>1</sup> Aftds. 045.                                     |
| „ Pontardawe, Glam. 1874                  | [—1857]                             |  |
| 144. Bromley, Kent                        | [—1754 : P.T. 1786]                 |  |
| <i>also</i> Shortlands, Kent.             |                                     |  |
| 145. Buckingham, Bucks.                   | [—1786 : P.T. 1823]                 |  |
| 146. Builth*, <sup>2</sup> Brecon         | [—1826 : P.T. 1838]                 | <sup>2</sup> Aftds. Builth Wells.                            |
| 147. Bungay, Suffk.                       | [S.O. 1754 : P.T. 1786]             |  |
| 148. Buntingford, Herts.                  | [ „ : P.T. 1820]                    |  |
| 149. Burford, Oxon.                       | [P.T. 1754]                         |  |
| 150. Burnley, Lanes.                      | [—1786 : P.T. 1825]                 |  |
| 151. Colne, „                             | [—1826 : S.O. 1838]                 |  |
| 152. Burton-on-Trent, Staffs.             | [—1754 : P.T. 1786]                 |  |
| 153 Burton, Westmd.                       | [—1786 : P.T. 1820]                 |  |
| 154. Bury, Lanes.                         | [S.O. 1754 : P.T. 1820]             |  |
| 155. Buxton, Derbys.                      | [—1786 : P.T. 1820]                 |  |
| 156 Chapel-le-Frith, <sup>3</sup> Derbys. | [ „ : S.O. 1838]                    | <sup>3</sup> Aftds. J67.                                     |
| „ Maesycwmmmer, Mon. 1874                 | [—1857]                             |  |
| 157. Calne, Wilts.                        | [S.O. 1754 : P.T. 1786]             |  |
| 158. Cambridge                            | [P.T. 1754]                         |  |
| 159. —Chard, Som. 1856                    | [ „ ]                               |  |
| 160. Camelford, Corn.                     | [—1786 : P.T. 1822]                 |  |
| 161 Five Lanes,* Corn.                    | [—1826 : P.T. 1838]                 |  |
| „ Bardney, Lincs. 1874                    | [—1838]                             |  |
| 162. Cardiff, Glam.                       | [P.T. 1754]                         |  |
| „ <i>also</i> East Dock, Cardiff 1880.    |                                     |  |
| „ „ Barry Dock B.O., Cardiff 1880.        |                                     |  |
| „ „ Bute Docks, <sup>4</sup> „ 1880.      |                                     | <sup>4</sup> Also D57.                                       |
| 163. Pontypridd, Glam.                    | [—1838]                             |  |
| „ <i>also</i> Hafod, Pontypridd.          |                                     |  |
| 164. Cardigan                             | [S.O. 1754 : P.T. 1823]             |  |
| 165. Carlisle, Cumb.                      | [P.T. 1754]                         |  |
| 166 Haltwhistle, <sup>5</sup> Northd.     | [P.P. 1834 : S.O. 1838]             | <sup>5</sup> Aftds. G62.                                     |
| „ —1906                                   |                                     |  |
| 167. Carmarthen                           | [P.T. 1754]                         |  |
| 168 Kidwelly, Carm.                       | [S.O. 1754, 1838]                   |  |
| 169 <sup>6</sup> —Prestbury, Glos. 1874   | [—1826 : P.P. 1838]                 | <sup>6</sup> See note to 176, <i>post</i> .                  |
| 170 Newcastle Emlyn, Carm. and Card.      | [—1826 : S.O. 1838]                 |  |
| 171 Chalford, Glos.                       | [—1826 : P.T. 1835]                 |  |
| „ Campsea Ash, Suffk. 1874                | [—1838]                             |  |
| 172 Minchinhampton, Glos.                 | [S.O. 1754 : P.T. 1786 : S.O. 1838] |  |
| 173. Chatham, Kent                        | [—1754 : P.T. 1786]                 |  |
| 174 Chatteris, <sup>7</sup> Cambs.        | [—1786 : P.T. 1820]                 | <sup>7</sup> Aftds. 892.                                     |
| „ West Felton, Salop. 1874                | [—1857]                             |  |
| 175. Cheadle, Staffs.                     | [—1826 : P.T. 1838]                 |  |
| 176. Chelmsford, <sup>8</sup> Essex       | [P.T. 1754]                         | <sup>8</sup> 169 was used in error at Chelmsford about 1870. |
| 177. Cheltenham, Glos.                    | [S.O. 1754 : P.T. 1823]             |  |



178. Chepstow, Mon.	[S.O. 1754 : P.T. 1826]	
179. Chertsey, Surrey	[—1786 : 5C. 1835]	
180. Chester	[P.T. 1754]	
181. Abergele, Denbighs.	[—1826 : S.O. 1838]	
182. Hawarden, Flints.	[ „ : „ ]	
„. Betchworth, Surrey 1874	[—1838]	
183. Mochdre, Denbighs.	[ „ ]	
184. Neston, Chesh.	[—1826 : S.O. 1838]	
„. Shipley, Yks. 1874	[P.P. 1824, 1839]	
„. also Frizinghall, Shipley, Yks. 1887.		
„. Windhill, „	„	
185. Northop, Flints.	[—1754 : P.T. 1786 : S.O. 1838]	
186. Chesterfield, Derbys.	[S.O. 1754 : P.T. 1786]	
187. Staveley, „	[—1838]	
„. Consett, Durham 1874	[—1857]	
188. Chester-le-Street, Durham	[—1826 : P.T. 1838]	
189. —Leadgate, Durham 1874	[—1838]	
190. Chichester, Suss.	[P.T. 1754]	
„. also Chichester, Station office* 1891.		
191. Chippenham, Wilts.	[P.T. 1754]	
192. Malmesbury, „	[—1826 : S.O. 1838]	
193 <sup>1</sup> Chipping Sodbury, <sup>2</sup> Glos.	[S.O. 1754, 1838]	<sup>1</sup> It is probable that 193 was used in error at Worthing (properly 923) from Nov. 1855 to July, 1856.
„. Cold Spring, Jamaica, 1874.		<sup>2</sup> Aftds. C48.
194. Charmouth, Dorset	[—1826 : P.T. 1838]	<sup>3</sup> Form. A38.
195. Chipping Norton, Oxon.	[S.O. 1754 : P.T. 1786]	
196. Chirk, Denbighs.	[—1826 : P.T. 1835]	
„. Ewerton, <sup>3</sup> Jamaica, 1874.		
197. Ruabon, Denbighs.	[—1826 : P.P. 1835 : S.O. 1838]	
198. Chorley, Lancs.	[—1754 : P.T. 1786]	
199. —Guy's Hill, Jamaica, 1874.		
200. Christchurch, Hants.	[S.O. 1754 : P.T. 1820]	
201. Chiselhurst, <sup>4</sup> Kent	[—1838]	<sup>4</sup> Aftds. 13B, L, and D05.
„. Milk River, Jamaica, 1874.		
202. Chudleigh, Devon	[—1786 : P.T. 1820]	
203. Chumleigh, <sup>5</sup> „	[ „ : „ ]	<sup>5</sup> Aftds. 059.
„. Bwlch, Brecons. 1874	[—1838]	
204. Cirencester, Glos.	[P.T. 1754]	
205. —Dunkirk* „, 1856	[—1754 : S.O. 1838]	
„. Worcester Park, Surrey 1874	[—1857]	
206. —Clare, <sup>6</sup> Suffk. 1856	[S.O. 1754 : P.T. 1820]	<sup>6</sup> Aftds. D92.
„. Bream, Glos. 1874	[—1857]	
207. Clitheroe, Lancs.	[P.P. 1833 : 5C. 1838]	
208. Cobham, Surrey	[—1754 : P.T. 1786]	
209. Cockermouth, Cumb.	[S.O. 1754 : „ ]	
210. Colchester, Essex	[P.T. 1754]	
211. —Boxford, Suffk. 1856	[—1826 : S.O. 1838]	
„. Deri, Glam. 1874	[—1857]	
212. Coleford, Glos.	[1826 : P.T. 1835]	
213. Coleshill, Warwks.	[P.T. 1754]	
„. Woodville, Derbys. 1874	[—1838]	

214. Cullompton, Devon [S.O. 1754 : P.T. 1820]  
 215 Colsterworth, Lincs. [—1754 : P.T. 1786 : S.O. 1838]  
 „ Repton, Derbys. 1874 [—1838]  
 216. Congleton, Chesh. [S.O. 1754 : P.T. 1786]  
 217 Monksheath\*, Chesh. [—1786 : P.P. 1838]  
 „ Barton-under-Needwood, Staffs., 1874 [—1838]  
 218. Conway, Carn. [P.T. 1754]  
 219. Corwen, Merio. [—1826 : P.T. 1835]  
 220 Bala, „ [ „ : S.O. 1838]  
 221. Barmouth, Merio. [P.P. 1834 : S.O. 1838]  
 222. Dolgelly, „ [—1826 : S.O. 1838]  
 223. Coventry, Warwks. [P.T. 1754]  
 224. Cowbridge, Glam. [S.O. 1754 : P.T. 1820]  
 225. Cowes, I. of Wight [—1786 : P.T. 1820]  
 226 Cranbrook,<sup>1</sup> Kent [S.O. 1754 : P.T. 1820] <sup>1</sup> Aftds. G84.  
 „ Tutbury, Staffs. 1874 [—1838]  
 227 Biddenden, Kent [—1826 : S.O. 1838]  
 „ Swadlincote, Derbys. 1874 [—1838]  
 228. Crawley, Suss. [—1786 : P.T. 1820]  
 229. Crediton, Devon [ „ : „ ]  
 230. Crewkerne, Som. [P.T. 1754]  
 231. Crickhowell, Brecons. [—1826 : P.T. 1838]  
 232 Cuckfield,<sup>2</sup> Suss. [—1786 : P.T. 1820] <sup>2</sup> Aftds. used F01.  
 233. Darlington, Durham [S.O. 1754 : P.T. 1786]  
 234 —Smeaton,<sup>3</sup> or Great S., Yks. 1856 [—1826 : S.O. 1838] <sup>3</sup> Aftds. J41.  
 „ Llansamlet, Glam. 1874 [—1857]  
 235 Staindrop, Durham [S.O. 1754, 1838]  
 236. Dartford, Kent [P.T. 1754]  
 237 Dartmouth, Devon [ „ ]  
 238. Daventry, Nthants. [ „ ]  
 239. Dawlish, Devon [—1826 : P.T. 1835]  
 240. Deal, Kent [P.T. 1754]  
 241. Denbigh [ „ ]  
 242. Derby [ „ ]  
 „ also Duffield Rd., Derby, 1882.  
 243 Melbourne, Derbys. [—1826 : S.O. 1838]  
 244 Ticknall, „ [—1838]  
 „ Talley, Carm. 1874 [ „ ]  
 245. Dereham, Norfk. [—1754 : P.T. 1786]  
 „ also East Dereham\*, 1860.  
 246 Briningham, Norfk. [—1838]  
 „ Mountain Ash, Glam. 1874 [ „ ]  
 247 Elmham,<sup>4</sup> Norfk. [—1826 : S.O. 1838] <sup>4</sup> Aftds. 911.  
 „ *Fernando Po*, 1874.  
 248 Guist, Norfk. [—1826 : S.O. 1838] <sup>5</sup> Form. Plymouth Dock.  
 „ Felstead, Essex, 1874 [—1838] A duplex mark, Devon-  
 249. Devizes, Wilts. [S.O. 1754 : P.T. 1825] port 620 was used 1856  
 250. Devonport,<sup>5</sup> Devon [—1786 : P.T. 1820] (the number of Ply-  
 251 St. Germans, Corn. [—1826 : P.T. 1838] mouth).  
 252<sup>6</sup> Torpoint, „ [ „ : P.P. 1835] <sup>6</sup> A 252 was sent, with  
 date stamp Penygraig,  
 to Pontypridd in Nov.  
 1874.

252 Seascale, Cumb. 1874	[ -1857]	
253. <sup>1</sup> Dewsbury, Yks.	[ -1826 : P.T. 1835]	<sup>1</sup> A 253 was sent to Torpoint in error, April, 1869.
254. Diss, Norfk.	[ -1786 : P.T. 1820]	
255. Doncaster, Yks.	[P.T. 1754]	
256. Dorchester, Dorset	[ „ ]	
257. Dorking, <sup>2</sup> Surrey	[ -1754 : P.T. 1786]	<sup>2</sup> Form. Darking.
258. Dover, Kent	[P.T. 1754]	
„ also Dover Station office,* 1886.		
259 Walmer, Kent	[ -1786 : P.P. 1835 : S.O. 1838]	
„ Walsingham, <sup>3</sup> or New W., Norfk., 1874.		<sup>3</sup> Form. 289.
260. Downham, Norfk.	[ -1786 : P.T. 1820]	
261. Driffeld, Yks.	[ -1826 : P.T. 1838]	
262. Droitwich, Worc.	[S.O. 1754 : P.T. 1820]	
263. Dudley, <sup>4</sup> „	[ -1786 : P.T. 1823]	<sup>4</sup> 293 was used in error at Dudley 1852. A 392 was also sent there in March 1854, and used.
264 Dunchurch, Warwks.	[ „ : P.T. 1820]	
„ Woolwich, <sup>5</sup> Kent, 1874.		<sup>5</sup> Form. 21. L.
265. Dunmow, Essex	[ -1786 : P.T. 1820]	
266. Dunstable, Beds.	[P.T. 1754]	
267. Durham	[ „ ]	
268 Seaham*, <sup>6</sup> Durham	[ -1826 : S.O. 1838]	<sup>6</sup> P.O. aflds. at Seaham Harbour, H64.
„ Broseley, Salop, 1874	[ -1786 : P.P. 1834]	
269. Dursley, Glos.	[S.O. 1754 : P.T. 1823]	
270. —Berkeley, Glos. 1856	[ „ : P.P. 1835]	
271. Eastbourne, Suss.	[ -1786 : P.T. 1821]	
272. East Grinstead, Suss.	[S.O. 1754 : P.T. 1786]	
273 Eccleshall, Staffs.	[ „ : P.T. 1838]	
274. Ellesmere, Salop.	[ „ : P.T. 1820]	
275. Ely, Cambs.	[P.T. 1754]	
276 —Much Wenlock, Salop, 1875	[ -1786 : P.P. <sup>7</sup> 1834]	<sup>7</sup> Then Wenlock.
277. Emsworth, Hants.	[ -1826 : P.T. 1838]	
278 Enstone, Oxon.	[ -1754 : P.T. 1786]	
279. Epping, Essex	[ -1786 : P.T. 1820]	
280. Epsom, Surrey	[ -1754 : P.T. 1786]	
281 Ermebridge*, <sup>8</sup> Devon	[ -1826 : P.T. 1835]	<sup>8</sup> P.O. aflds. at Ermington, F21.
„ Madeley, Salop. 1875	[ -1786 : P.P. 1835]	
282 Modbury, Devon	[S.O. 1754 : P.T. 1838]	
„ Dawley, Salop. 1875	[ -1838] .	
283. Esher, Surrey	[ -1754 : P.T. 1786]	
284. Evesham, Worc.	[ -1786 : P.T. 1820]	
285. Exeter, Devon	[P.T. 1754.]	
286. Exmouth, Devon	[ -1786 : P.T. 1820]	
287. Eye, Suffk.	[ -1754 : P.T. 1786]	
288. Fakenham, Norfk.	[ „ : „ ]	
289 Walsingham, <sup>9</sup> or New W., Norfk.		<sup>9</sup> Aflds. 259.
„ [S.O. 1754 : P.T. 1786 : S.O. 1838]		
„ Coalbrookdale, Salop. 1875	[ -1838]	
290. Falmouth, Corn.	[ -1786 : P.T. 1825]	
291. Fareham, Hants.	[ -1754 : P.T. 1786]	
292. Farnham, Surrey	[S.O. 1754 : P.T. 1786]	
293. <sup>10</sup> Faringdon, Berks.	[ „ : „ ]	<sup>10</sup> See note to 263, ante.



294	Fairford, Glos.	[—1754 : P.T. 1786]	
295	—Highworth, Wilts. 1856	[S.O. 1754 : P.T. 1820]	
296	Lechlade, Glos.	[P.T. 1754]	
297	Fazeley, Staffs.	[—1826 : S.O. 1838]	
298	Felton, Northd.	[ „ : P.T. 1838]	
299	Fenny Stratford, Bucks.	[—1786 : P.T. 1820]	
	„ Horsehay, Salop. 1875	[—1838]	
300.	Ferrybridge, Yks.	[P.T. 1754]	
301.	Faversham, Kent	[ „ ]	
302	Folkingham, Lincs.	[S.O. 1754 : P.T. 1820]	
303.	Folkestone, Kent	[—1786 : P.T. 1820]	
304	Fordingbridge, Hants.	[—1754 : P.T. 1786]	
305.	Fowey, Corn.	[P.T. 1754]	
306.	Frome, Som.	[S.O. 1754 : P.T. 1786]	
307.	Gainsborough, Lincs.	[ „ : „ ]	
308	Garstang, Lancs.	[—1754 : „ ]	
309	Gateshead, Northd.	[ „ : „ ]	
	„ —1906		
310	Gerrards Cross, Bucks.	[—1754 : P.T. 1786]	
	„ . Malpas, Chesh. 1875	[—1786 : P.P. 1835]	
311.	Glastonbury, Som.	[S.O. 1754 : P.T. 1821]	
312.	Gloucester	[P.T. 1754]	
	„ <i>also</i> Gloucester Station*, <sup>1</sup> 1866–85.		<sup>1</sup> Also E94.
313	—Lea, Hfds. 1856	[—1786 : S.O. 1838]	
	„ Cromford, Derbys. 1875	[—1838]	
	„ —1906		
314	Painswick, Glos.	[—1786 : P.P. 1835 : S.O. 1838]	
315	Thornbury, „	[S.O. 1754 : P.P. and 5C. 1838]	
316.	Godalming, Surrey	[—1754 : P.T. 1786]	
317	Godstone, <sup>2</sup> „	[ „ : „ ]	<sup>2</sup> Aftds. 891.
	„ Chelford, Chesh. 1875	[—1838]	
318	Bletchingley, Surrey	[—1786 : S.O. 1820]	
	„ Llanfyrnach, Pem. 1875	[—1857]	
319.	Goole, Yks.	[—1786 : P.T. 1838]	
	„ <i>also</i> Booth Ferry Rd., Goole, 1887.		
	„ „ Old Goole, Goole, 1887.		
320.	Gosport, Hants.	[—1754 : P.T. 1786]	
321.	Grantham, Lincs.	[P.T. 1754]	
322.	Gravesend, Kent	[ „ ]	
323.	Grimsby, Lincs.	[—1786 : P.T. 1820]	
324.	Guernsey, Chan. Is.	[ „ : „ ]	
325.	Guildford, Surrey	[S.O. 1754 : P.T. 1786]	
326.	Guisborough, Yks.	[—1786 : P.T. 1820]	
327	Gretabridge, „	[ „ : „ ]	
	„ Shrewton, Wilts. 1875	[ „ : P.P. 1835]	
328	Hadleigh, Suffk.	[S.O. 1754 : P.T. 1820]	
	„ . Edgware, <sup>3</sup> Middx. 1875	[P.T. 1820]	<sup>2</sup> Form. 6, L.
329.	Halesworth, Suffk.	[—1786 : P.T. 1825]	
330.	Halifax, Yks.	[S.O. 1754 : P.T. 1786]	
331	Sowerby Bridge, <sup>4</sup> Yks.	[—1838]	<sup>4</sup> Aftds. 662.

- 331 Nantymoel, Glam. 1875 [—1857]  
 332. —Todmorden, Yks. 1856 [P.P. 1826, 1839]  
 333 Northowram, Yks. [—1838]  
   ,, Blackmill, Glam. 1875 [  ,, ]  
 334. Halstead, Essex [S.O. 1754 : P.T. 1786]  
 335 Haverhill,<sup>1</sup> Suffk. [—1786 : S.O. 1838] <sup>1</sup> Aftds. D89.  
   ,, Leckhampton, Glos. 1875 [—1838]  
 336. Harleston, Norfk. [—1786 : P.T. 1823]  
 337. Harlow, Essex [  ,, : P.T. 1820]  
 338. Harrogate, Yks. [  ,, : P.T. 1826]  
 339 Hartford Bridge, Hants. [P.T. 1754]  
   ,, Aberporth, Card. 1875 [—1838]  
 340. Harwich, Essex [P.T. 1754]  
 341 Haslemere,<sup>2</sup> Surrey [—1754 : P.T. 1786] <sup>2</sup> Aftds. 481.  
   ,, Westbury-on-Severn, Glos. 1892 [—1786 : P.P. 1835]  
 342. Hastings, Suss. [S.O. 1754 : P.T. 1820]  
   ,, *also* Hastings Station office\*, 1887.  
   ,, ,, St. Leonards-on-Sea <sup>3</sup> Station office\*, 1894. <sup>3</sup> Form. 682.  
   ,, ,, The Marina B.O. 1879.  
   ,, ,, St. Leonards-on-Sea, Marina, 1882.  
   ,, ,, King's Rd., St. Leonards-on-Sea, 1882.  
   ,, ,, White Rock, Hastings, 1883.  
 343. Hatfield, Herts. [S.O. 1754 : P.T. 1786]  
 344. Havant, Hants. [  ,, :  ,, ]  
 345. Haverfordwest, Pem. [  ,, : P.T. 1820]  
 346 Hawes, Yks. [—1826 : P.T. 1835]  
 347 Hay, Brecons. [—1786 : P.T. 1820]  
 348 —Bruntless\*,<sup>4</sup> Brecons. [—1826 : S.O. 1838] <sup>4</sup> Aftds. Brynlllys.  
   ,, Coity, Glam. 1875 [—1857]  
 349 Glasbury, Radnors. [—1826 : S.O. 1838]  
 350 Haydon Bridge, Northd. [P.P. 1834, 1839]  
 351. Helston, Corn. [S.O. 1754 : P.T. 1826]  
 352. Hayle, ,, [—1826 : P.T. 1838]  
 353. Hemel Hempsted, Herts. [S.O. 1754 : P.T. 1820]  
 354. Kings Langley, ,, [—1826 : S.O. 1838]  
 355. Henley-on-Thames, Oxon. [S.O. 1754 : P.T. 1786]  
 356 Nettlebed, Oxon. [P.T. 1754]  
   ,, Charing, Kent, 1875 [—1786 : P.P. 1835]  
 357. Hereford [—1754 : P.T. 1786]  
 358 Eardisley, Hfds. [—1826 : S.O. 1838]  
   ,, Radstock, Som. 1875 [—1786 : P.P. 1835]  
 359. Hertford [S.O. 1754 : P.T. 1786]  
 360. Hexham, Northd. [S.O. 1754 : P.T. 1820]  
 361 Heytesbury,<sup>5</sup> Wilts. [—1786 : P.T. 1822] <sup>5</sup> Aftds. G77.  
   ,, Loughor, Glam. 1875 [—1838]  
 362 Deptford Inn,\* Wilts. [  ,, ]  
   ,, Brizenorton, Oxon. 1875 [  ,, ]  
 363. Higham Ferrers, Nthants. [—1786 : P.T. 1820]  
 364. High Wycombe, Bucks. [S.O. 1754 : P.T. 1786]  
 365. Hinckley, Leic. [1786 : P.T. 1823]

- 366 Hindon, Wilts. [—1826 : P.T. 1838]  
 367. Hitchin, Herts. [S.O. 1754 : P.T. 1786]  
 368. Hobbs Point\*,<sup>1</sup> Pem. [5C. 1829 : P.T. 1838]  
 369. Hoddesdon, Herts. [S.O. 1754 : P.T. 1820]  
 370. Holbeach, Lincs. [5C. 1825 : P.P. 1831]  
 371. Holt,<sup>2</sup> Norfk. [S.O. 1754 : P.T. 1786]  
 372 Blakeney, Norfk. [—1826 : S.O. 1838]  
 373 Clay\*,<sup>3</sup> Norfk. [—1754 : P.T. 1786 : —1820, 1838]  
 374. Holyhead, Anglsey. [P.T. 1754]  
 375. Holywell, Flints. [—1754 : P.T. 1786]  
 376. Honiton, Devon [P.T. 1754]  
 377. Ottery St. Mary, Devon [S.O. 1754 : P.P. 1835]  
 378. Horncastle, Lincs. [ „ : P.T. 1820]  
 379 Old Bolingbroke, Lincs. [S.O. 1754, 1838]  
 „ Charlton,<sup>4</sup> or Old C., Kent, 1875.  
 „ also Lower Rd.\*, Charlton, Kent, 1882.  
 380 Horndean, Hants. [—1786 : P.T. 1820]  
 381. Horsham, Suss. [ „ : „ ]  
 „ also Horsham, Station office\*, 1895.  
 382. Howden, Yks. [S.O. 1754 : P.T. 1786]  
 383. Hull, Yks. [P.T. 1754]  
 „ also Hull Sorting Tender.  
 384. Filey, Yks. [—1838]  
 385 Hedon, „ [S.O. 1754 : P.T. 1838]  
 „ Shooters Hill,<sup>5</sup> Kent, 1875.  
 „ —1906.  
 386 Barrow-on-Humber, Lincs. [P.P.<sup>6</sup> 1836]  
 „ Welling,<sup>7</sup> Kent, 1875.  
 387. Huddersfield, Yks. [—1754 : P.T. 1786]  
 388 Marsden, Yks. [—1838]  
 „ . Bexley Heath, Kent, 1875 [—1786 : 5C. 1838]  
 389 Slaithwaite, Yks. [—1838]  
 „ . Bexley,<sup>8</sup> Kent, 1875.  
 390. Hungerford, Berks. [S.O. 1754 : P.T. 1786]  
 391<sup>9</sup> Aldbourne, Wilts. [—1786 : S.O. 1838]  
 392<sup>10</sup> Lambourn, Berks. [S.O. 1754, 1838]  
 393 Ramsbury, Wilts.  
 [—1754 : P.T. 1786, 1820 : S.O. 1838]  
 394. —Hounslow, Middx. 1856 [P.T. 1754]  
 395. Southall,<sup>11</sup> „ [—1754 : P.T. 1786]  
 396. Huntingdon [P.T. 1754]  
 397 Buckden, Hunts. [—1838]  
 „ Crayford, Kent, 1875 [—1857]  
 398. Hythe, Kent [S.O. 1754 : P.T. 1820]  
 399 Ilchester, Som. [ „ : P.T. 1838]  
 400. Ilfracombe, Devon [ „ : P.T. 1835]  
 401. Ilminster, Som. [ „ : P.T. 1820]  
 402. Ingatestone, Essex [ „ : P.T. 1786]  
 403 Rayleigh, Essex [—1826 : S.O. 1838]  
 „ . Erith,<sup>12</sup> Kent, 1875.

<sup>1</sup> Aftds. Pembroke Dock.<sup>2</sup> 391 was used in error at Holt in 1878.<sup>3</sup> Aftds. Cley.<sup>4</sup> Form. 12B, L.<sup>5</sup> Form. 771, and 73, L.<sup>6</sup> Then Barrow.<sup>7</sup> Form. 22B, L.<sup>8</sup> Form. 23, L.<sup>9</sup> See note to 371 *ante*.<sup>10</sup> See note to 263 *ante*.<sup>11</sup> Also 40B, L in 1861.<sup>12</sup> Form. 14B, L.



404 <sup>1</sup> Wickford, <sup>2</sup> Essex	[ -1838]	<sup>1</sup> See note to 406 <i>post</i> .
„ Belvedere, Kent, 1875	[ -1857]	<sup>2</sup> Aftds. J48.
„ -1906.		
405. Ipswich, <sup>3</sup> Suffk.	[P.T. 1754]	<sup>3</sup> 504 used in error at Ipswich, 1874.
406 Ironbridge, <sup>4</sup> Salop.	[ -1786 : P.P. 1834]	<sup>4</sup> 404 used in error at Ironbridge, 1888. The first iron bridge was erected here in 1779, hence the name.
407. Isle of Man* <sup>5</sup>	[ „ : P.T. 1820]	
408. Ivybridge, Devon	[ „ : „ ]	
409. Jersey, Chan. Is.	[ „ : „ ]	
410. Kelvedon, Essex	[ -1754 : P.T. 1786]	<sup>5</sup> Aftds. Douglas, I. of M.
411. Kendal, Westmd.	[P.T. 1754]	<sup>6</sup> Aftds. 586.
412 Bowness, <sup>6</sup> Westmd.	[ -1786 : P.P. 1835]	<sup>7</sup> Form. 16B, L.
„ Lessness Heath*, <sup>7</sup> Kent, 1875.		
„ Picardy Belvedere*, Kent, 1883	[ -1857]	
„ -1906.		
413. Keswick, Cumb.	[ -1754 : P.T. 1786]	
414. Kettering, Nthants.	[S.O. 1754 : P.T. 1826]	
415. Kidderminster, Worc.	[ „ : P.T. 1786]	
416. Kimbolton, Hunts.	[ „ : P.T. 1820]	
417 Kineton, Warwks.	[ -1786 : P.T. 1820]	
„ Hucknall Torkard*, <sup>8</sup> Notts.	[ -1838]	<sup>8</sup> Aftds. Hucknall.
418. Kingsbridge, Devon	[S.O. 1754 : P.T. 1826]	
419 Kington, Hfrds.	[ -1786 : P.T. 1820]	
420 Penybont, Radnors.	[ -1826 : P.T. 1838]	
421 Radnor*, Radnors.	[ -1786 : P.T. 1820]	
„ . Long Eaton, Notts. 1875	[ -1857]	
422. Kingston-on-Thames, Surrey	[S.O. 1754 : P.T. 1786]	
„ also Norbiton, Kingston-on-Thames.		
423 Kirby Lonsdale, <sup>9</sup> Westmd.	[S.O. 1754 : P.T. 1826]	<sup>9</sup> Aftds. 091.
„ New Charlton, Kent, 1875	[P.P. 1835]	
„ -1906.		
424. Knaresborough, Yks.	[S.O. 1754 : P.T. 1786]	
425. Knutsford, Chesh.	[ „ : „ ]	<sup>10</sup> Aftds. 580.
426 Lamberhurst, <sup>10</sup> Kent	[ -1786 : P.T. 1820]	
„ Crowhill,* Ross, Hfds.	[ -1838]	
„ -1906.		
427. Hawkhurst, Kent	[ -1826 : S.O. 1838]	
428 Hurst Green, Suss.	[ „ : P.P. 1838]	
429 Newenden, Kent	[ -1838]	
„ Broxbourne, Herts. 1875	[P.P. 1834]	<sup>11</sup> Aftds. H58.
430 Northiam, <sup>11</sup> Suss.	[ -1826 : S.O. 1838]	
„ . Headcorn, Kent, 1875	[ -1786 : P.P. 1835]	
431 Peasmarsh, Suss.	[ -1826 : S.O. 1838]	
„ Wye, Kent, 1875	[ -1786 : P.P. 1835]	
432 Rolvenden, <sup>12</sup> Kent	[ -1826 : S.O. 1838]	<sup>12</sup> Aftds. 576.
„ Croesgoch, Pem. 1875	[ -1857]	
433 Sandhurst, Kent	[ -1826 : S.O. 1838]	
„ . Maesteg, Glam. 1875	[ -1838]	
434. Lampeter, Card.	[ -1786 : P.T. 1824]	
435 Aberayron, <sup>13</sup> Card.	[ -1826 : S.O. 1838]	<sup>13</sup> Aftds. C84.
„ Newton, Glam. 1875	[ -1857]	

436. Lancaster, Lancs. [S.O. 1754 : P.T. 1786]  
 437. Kirkby Stephen, Westmd. [ „ : -1826, 1838]  
 438. Sedburgh,<sup>1</sup> Yks. [-1786 : P.P. 1835]  
 439. Launceston, Corn. [S.O. 1754 : P.T. 1820]  
 440. Holsworthy, Devon [-1826 : P.T. 1838]  
 441. Stratton, Corn. [S.O. 1754 : P.P. 1835 : P.T. 1838]  
 442. Bude, „ [-1786 : P.P. 1835]  
 443. Lawton\*, Chesh. [-1826 : P.T. 1838]  
 „ Aberkenfig, Glam. 1875 [-1838]  
 444. Leamington,<sup>2</sup> Warwks. [-1826 : P.T. 1835]  
 445. Leatherhead, Surrey [-1754 : P.T. 1786]  
 446.<sup>3</sup> Ledbury, Hfrds. [ „ : „ ]  
 447. Leeds, Yks. [S.O. 1754 : P.T. 1786]  
 „ also Chapeltown Rd., B.O., Leeds.  
 „ „ Hunslet B.O., Leeds.  
 „ „ Hyde Park Corner B.O., Leeds.  
 448. Leek, Staffs. [S.O. 1754 : P.T. 1824]  
 449. Leicester [-1754 : P.T. 1786]  
 450. Leighton Buzzard, Beds. [S.O. 1754 : P.T. 1820]  
 451. Lewes, Suss. [ „ : P.T. 1786]  
 „ also Lewes, Station office,\* 1886.  
 452. Newhaven,<sup>4</sup> Suss. [-1826 : S.O. 1838]  
 „ . Porthcawl, Glam. 1875 [-1838]  
 453. Seaford,<sup>5</sup> Suss. [-1826 : S.O. 1838]  
 „ . Llanfairfechan, Carn. 1875 [-1838]  
 454. Leominster, Hfrds. [-1786 : P.T. 1820]  
 455. Pembridge, „ [-1826 : S.O. 1838]  
 456. Shobdon, „ [ „ : „ ]  
 457. Lichfield, Staffs. [S.O. 1754 : P.T. 1786]  
 458. Lincoln [P.T. 1754]  
 „ also Lincoln Sorting Tender,<sup>6</sup> 1896.  
 459. Kirton Lindsey, Lincs. [S.O. 1754, 1838]  
 460. Wragby, „ [ „ „ ]  
 461. Linton,<sup>7</sup> Cambs. [-1786 : P.T. 1820]  
 „ Upper Bangor, Carn. 1875 [-1838]  
 462. Liphook, Hants. [-1786 : P.T. 1825]  
 463. Liskeard, Corn. [P.T. 1754]  
 464. Looe,<sup>8</sup> „ [ „ ]  
 „ Hessle, Yks. 1875 [-1838]  
 465. Polperro,<sup>9</sup> Corn. [-1826 : P.T. 1838]  
 „ Llangennech, Carm. 1875 [-1857]  
 466. Liverpool, Lancs. [S.O. 1754 : P.T. 1786]  
 „ also N.W.R. P. Office, Liverpool, 1863.<sup>10</sup>  
 „ „ Exchange, Liverpool, 1871.  
 „ „ Bootle, Liverpool, 1876.  
 „ „ Bootle-cum-Linacre\*, Liverpool, 1883.  
 467. Llandilo, Carm. [-1786 : P.T. 1820]  
 468. Llandovery, Carm. [ „ : P.T. 1822]  
 469. Llanelly, Carm. [S.O. 1754 : P.T. 1838]  
 „ also Llanelly Dock, 1875.

<sup>1</sup> Also 974, which was used in 1852 ; 438 has only been seen dated in the '90s.

<sup>2</sup> Aftds. L. Spa.

<sup>3</sup> A duplex mark, N. W. T. P. Office Liverpool 446 was sent in Jan. 1873 ; an error for 466.

<sup>4</sup> Aftds. C98.

<sup>5</sup> Aftds. D03.

<sup>6</sup> Aftds. L02.

<sup>7</sup> Aftds. D88.

<sup>8</sup> Aftds. 043.

<sup>9</sup> Aftds. 044.

<sup>10</sup> See also note to 446.

470 Pontardulais, Glam.	[—1826 : P.T. 1838]	
471 Llangadock, Carm.	[ „ : „ ]	
472. Llangollen, Denbighs.	[ „ : „ ]	
473 Long Stratton, Norfk.	[ „ : „ ]	
474. Lostwithiel, Corn.	[S.O. 1754 : P.T. 1838]	
475. Loughborough, Leic.	[P.T. 1754]	
476 Mountsorrel, „	[S.O. 1754, 1838]	
477. Louth, Lincs.	[ „ : P.T. 1820]	
478. Lowestoft, Suffk.	[ „ : P.T. 1786]	
479. Ludlow, Salop.	[ „ : P.T. 1821]	
480 Knighton, Radnors.	[—1826 : P.T. 1838]	
481 Leintwardine, <sup>1</sup> Hfds.	[—1838]	<sup>1</sup> Aftds. 082.
„. Haslemere, <sup>2</sup> Hants. 1875.		<sup>2</sup> Form. 341.
482. Luton, Beds.	[S.O. 1754 : P.T. 1786]	
483 Lutterworth, Leic.	[ „ : P.T. 1820]	
484. Lyme, or L. Regis, Dorset	[ „ : „ ]	
485. Lymington, Hants.	[ „ : „ ]	
486. Yarmouth, I. of Wight	[—1826 : S.O. 1838]	
487. Lyndhurst, Hants.	[—1786 : P.T. 1820]	
488. Lynn, <sup>3</sup> Norfk.	[P.T. 1754]	<sup>3</sup> Aftds. King's Lynn.
489 Burnham,* <sup>4</sup> Norfk.	[S.O. 1754, 1838]	<sup>4</sup> Later Burnham Market, aftds. G64.
„ Hildenborough, Kent, 1875	[—1838]	
490 Holkham, Norfk.	[—1826 : S.O. 1838]	
„ Ham Street, Kent, 1875	[—1838]	
491. Macclesfield, Chesh.	[S.O. 1754 : P.T. 1786]	
„ also Chestergate B.O. Macclesfield.		
492. Maidenhead, Berks.	[P.T. 1754]	
493. Maidstone, Kent	[ „ ]	
„ also Maidstone Station office*, 1899.		
494. Maldon, Essex	[S.O. 1754 : P.T. 1820]	
495. Malton, <sup>5</sup> Yks.	[—1786 : P.T. 1820]	<sup>5</sup> Form. New Malton.
„ also Norton, Malton, 1887.		
496 Sledmere, Yks.	[—1786 : P.P. 1838]	
„ Kew, Surrey	[P.P. 1834]	
„ —1906.		
497. Malvern, or Great M., Worc.	[—1826 : P.T. 1838]	
498. Manchester, Lincs.	[P.T. 1754]	
499. Glossop, Derbys.	[P.P. 1823, 1839]	
500 Haslingden, <sup>6</sup> Lincs.	[—1786 : P.P. 1835]	<sup>6</sup> Aftds. J88.
„ Keymer, Suss. 1875	[—1857]	
501 Rawtenstall, Lincs.	[—1786 : P.P. 1835]	
502. Stalybridge, Chesh.	[P.P. 1823, 1839]	
503. Manningtree, Essex	[S.O. 1754 : P.T. 1820]	
504. <sup>7</sup> Mansfield, Notts.	[ „ : „ ]	<sup>7</sup> See note to 405, ante.
505. March, Cambs.	[—1826 : P.T. 1838]	
506. Margate, Kent	[—1754 : P.T. 1786]	
„ also Northumberland Rd.*, Margate, 1884.		
507 Marazion, Corn.	[P.T. 1754]	
508 Market Deeping, Lincs.	[S.O. 1754 : P.T. 1838]	
509. Market Drayton, Salop.	[—1826 : P.T. 1838]	



510	Woore, Salop.	[—1826 : S.O. 1838]	
511.	Market Harborough, Leic.	[P.T. 1754]	
512.	Market Rasen, <sup>1</sup> Lincs.	[S.O. 1754 : P.T. 1838]	<sup>1</sup> Form. Raisen.
513	Market Street, <sup>2</sup> Herts.	[—1838]	<sup>2</sup> Or Markyate Street, aftds. Markyate.
	„ Merstham, Surrey, 1875	[ „ ]	
514.	Market Weighton, Yks.	[—1786 : P.T. 1820]	
515	South Cave, <sup>3</sup> Yks.	[—1826 : S.O. 1838]	<sup>3</sup> Aftds. A97.
	„ Warlingham, Surrey, 1875	[P.P. 1836]	
	„ Whyteleafe, Surrey, 1899	[—1857]	
516.	Marlborough, Wilts.	[P.T. 1754]	
517	Great Bedwyn, <sup>4</sup> Wilts.	[—1826 : P.T. 1838]	<sup>4</sup> Or Bedwin (no old marks seen).
518.	Marlow, Bucks.	[—1754 : P.T. 1786]	
519.	Maryport, Cumbd.	[—1786 : P.T. 1820]	
520.	Matlock, or M. Bath, Derbys.	[ „ : „ ]	
521.	Melksham, Wilts.	[ „ : „ ]	
522.	Melton Mowbray, <sup>5</sup> Leic.	[S.O. 1754 : „ ]	<sup>5</sup> An 073 was sent here April, 1857.
523.	Merthyr Tydvil, Glam.	[P.P. 1834 : P.T. 1838]	
524.	Middlewich, Chesh.	[—1754 : P.T. 1786]	
525	Holmes Chapel, Chesh.	[—1754 : P.T. 1786 : S.O. 1838]	
526	Winsford, <sup>6</sup> Chesh.	[—1786 : S.O. 1838]	<sup>6</sup> Aftds. B67.
	„ Boston Spa, Yks. 1875	[—1838]	
527.	Midhurst, Suss.	[S.O. 1754 : P.T. 1786]	
528.	Mildenhall, Suffk.	[ „ : P.T. 1820]	
529.	Milford, <sup>7</sup> Pem.	[—1786 : P.T. 1820]	<sup>7</sup> Aftds. Milford Haven.
530	Milnthorpe, Westmd.	[ „ : „ ]	
531. <sup>8</sup>	Mold, Flints.	[—1826 : P.T. 1835]	<sup>8</sup> See note to 537, <i>post</i> .
532.	Monmouth	[P.T. 1754]	
	„ also Over Monnow, Monmouth, 1887.		
	„ „ Wye Bridge St.*, Monmouth, 1887.		
533	Raglan, Mon.	[—1826 : S.O. 1838]	
534.	Moreton-in-Marsh, Gos.	[—1786 : P.T. 1820]	
535.	Stow-in-the-Wold, Gos.	[—1826 : S.O. 1838]	
536	Winchcombe, Gos.	[S.O. 1754, 1838]	
537.	Morpeth, <sup>9</sup> Northd.	[P.T. 1754]	<sup>9</sup> Morpeth used 121 in 1853–6, and 531 in 1861 ; both in error.
538.	Nantwich, Chesh.	[ „ ]	
539.	Narberth, Pem.	[—1786 : P.T. 1838]	
540.	Neath, Glam.	[S.O. 1754 : P.T. 1820]	
541.	Newark, Notts.	[P.T. 1754]	
542.	Southwell, Notts.	[—1826 : S.O. 1838]	
543	Carlton-on-Trent, Notts.	[—1838]	
	„ Liss*, <sup>10</sup> Hants.	[ „ ]	<sup>10</sup> Aftds. West Liss.
544.	Newbury, Berks.	[S.O. 1754 : P.T. 1786]	
545.	Newcastle-on-Tyne, Northd.	[P.T. 1754]	
	„ also Neville St., Newcastle-on-Tyne, 1874.		
	„ „ Quayside, Newcastle-on-Tyne, 1873.		
546.	Newcastle-under-Lyme, <sup>11</sup> Staffs.	[S.O. 1754 : P.T. 1786]	<sup>11</sup> Aftds. Newcastle, Staff. In early marks 'Lyme' was spelt 'Lyne' or 'Line'.
547.	Stoke-on-Trent, Staffs.	[ „ : 5C. 1835]	
548.	Tunstall, Staffs.	[—1786 : 5C. 1835]	
549	Hanley, „	[ „ : „ ]	

549	—1906.		
550	Cobridge, Staffs.	[—1786 : 5C. 1835]	
„	Kenley, Surrey, 1875	[—1857]	
551	Burslem, Staffs.	[P.T. 1786 : 5C. 1835]	
„	—1906.		
552	Lane Delph*, <sup>1</sup> Staffs.	[—1786 : 5C. 1835]	<sup>1</sup> Aftds. Fenton.
„	Sandgate, Kent, 1875	[ „ : P.P. 1835]	
553	Lane End*, <sup>2</sup> Staffs.	[ „ : 5C. 1835]	<sup>2</sup> Aftds. Longton.
„	—1906.		
554	Etruria, Staffs.	[ „ : P.P. 1838]	
„	<i>Accra, Cape Coast</i> , 1875.		
„	—1906.		
555	Longport, Staffs.	[—1786 : 5C. 1835]	
„	—1906.		
556	Shelton*, Staffs.	[—1786 : 5C. 1835]	
„	<i>Cape Coast Castle</i> , 1875.		
„	—1906.		
557.	Newmarket, Suffk.	[P.T. 1754]	
558	Newnham, Glos.	[S.O. 1754 : P.T. 1835]	
559.	Lydney, „	[—1826 : S.O. 1838]	
560.	Newport, I. of Wight	[P.T. 1754]	
561.	Newport, Mon.	[S.O. 1754 : P.T. 1820]	
„	<i>also</i> Newport Docks.		
562	Caerlon, Mon.	[—1786 : P.P. 1835 : S.O. 1838]	
563.	Tredegar, Mon.	[—1838]	
564	Newport Pagnell, Bucks.	[S.O. 1754 : P.T. 1786]	
565.	Newport, Salop.	[ „ : P.T. 1820]	
566	New Romney, Kent	[P.T. 1754]	
567.	Newton Abbot, Devon	[S.O. 1754 : P.T. 1820]	
568.	Newtown, Mont.	[—1826 : P.T. 1833]	
569.	Northallerton, Yks.	[P.T. 1754]	
570.	Northampton	[ „ ]	
571	Northleach, Glos.	[S.O. 1754 : P.T. 1826]	
572	Andoversford, Glos.	[—1786 : P.T. 1826]	
„	Wighton, Norfk. 1875	[—1857]	
573.	North Shields, Northd.	[—1754 : P.T. 1786]	
574.	Northwich, Chesh.	[S.O. 1754 : P.T. 1786]	
575.	Norwich, Norfk.	[P.T. 1754]	
576	Acle, Norfk.	[—1826 : S.O. 1838]	
„	Rolvenden, <sup>3</sup> Kent, 1875.		<sup>3</sup> Form. 432.
577.	Cromer, Norfk.	[S.O. 1754 : P.P. 1835]	
578	Loddon, „	[—1826 : S.O. 1838]	
„	Appledore, Kent, 1875	[S.O. 1754 : —1786, 1838]	
579.	North Walsham, Norfk.	[—1826 : S.O. 1838]	
580 <sup>4</sup>	Reepham, Norfk.	[S.O. 1754 : —1786–1838]	<sup>4</sup> A 580 was sent to Wednesbury in 1856.
„	Lamberhurst, <sup>5</sup> Kent, 1875.		<sup>5</sup> Form. 426.
581	Scottow, Norfk.	[—1826 : S.O. 1838]	
„	Burnham, <sup>6</sup> Som. 1875	[—1786 : P.P. 1835]	<sup>6</sup> Aftds. Burnham-on-Sea.
582	Worstead, Norfk.	[—1826 : S.O. 1838]	
„	<i>Naguabo, Porto Rico</i> , 1875.		

583. Nottingham	[S.O. 1754 : P.T. 1786]	
584 Bingham, <sup>1</sup> Notts.	[—1826 : S.O. 1838]	<sup>1</sup> Aftds. 656.
„ Woodchurch, Kent, 1875	[—1838]	
585. Ilkeston, Derbys.	[ „ ]	
586 Stapelford, Notts.	[ „ ]	
„ Bowness, <sup>2</sup> Westmd. 1875.		<sup>2</sup> Form. 412.
587. Oakham, Rutld.	[S.O. 1754 : P.T. 1820]	
588. Okehampton, Devon	[ „ : „ ]	
589 Hatherleigh, <sup>3</sup> „	[5C. 1823]	<sup>3</sup> Aftds. 703.
„ Grasmere, Westmd. 1876	[—1838]	
590 Odiham, Hants.	[S.O. 1754 : P.T. 1820]	
„ Billingshurst, Suss. 1876	[—1786 : P.P. 1838]	
591. Oldham, Lancs.	[P.P. 1830]	
592 Ollerton, Notts.	[—1786 : P.T. 1820]	
593. Ormskirk, Lancs.	[ „ : „ ]	
594. Southport, „	[ „ : P.P. 1835]	
595. Oswestry, Salop.	[S.O. 1754 : P.T. 1820]	
596 Cerrig-y-Druidion, Denbighs.	[—1826 : S.O. 1838]	
„ Fittleworth, <sup>4</sup> Sussex, 1876.		<sup>4</sup> Form. 615.
597. Llanwrst, Denbighs.	[—1826 : S.O. 1838]	
598 Pentre Voelas, Denbighs.	[ „ : „ ]	
„ <i>Adelphi, Jamaica</i> , 1876.		
599. Otley, Yks.	[S.O. 1754 : P.T. 1832]	
600 Addingham, Yks.	[—1826 : S.O. 1838]	
601. Oundle, Nthants.	[S.O. 1754 : P.T. 1825]	
602. Ongar, <sup>5</sup> Essex	[—1754 : P.T. 1786]	<sup>5</sup> Form. Chipping Ongar.
603. Oxford <sup>6</sup>	[P.T. 1754]	<sup>6</sup> Oxford used 613 in error, 1871–3.
604 Pembroke	[ „ ]	
605 Penkridge, Staffs.	[—1786 : P.P. 1835 : P.T. 1838]	
606. Penrith, Cumb.	[P.T. 1754]	
607 Alston, „	[P.P. 1835]	
608. Penryn, Corn.	[—1786 : P.T. 1820]	
609. Penzance, „	[S.O. 1754 : „ ]	
610 Scilly, „	[—1838]	
611 Pershore, Worc.	[—1786 : P.T. 1820]	
612. Peterborough, Nthants.	[P.T. 1754]	
613. <sup>7</sup> Petersfield, Hants.	[ „ ]	<sup>7</sup> See note to 603 <i>ante</i> .
614. Petworth, Suss.	[S.O. 1754 : P.T. 1786]	
615 Fittleworth, <sup>8</sup> Suss.	[—1826 : S.O. 1838]	<sup>8</sup> Aftds. 596.
„ <i>Bull Bay</i> , <sup>9</sup> <i>Jamaica</i> , 1876.		<sup>9</sup> Misprinted <i>Buff Bay</i> in lists. That is another place (A32).
616. Pulborough, Suss.	[—1826 : S.O. 1838]	
617 Storrington, Suss.	[ „ : „ ]	
„ <i>Hayes, Jamaica</i> , 1876.		
618. Pewsey, Wilts.	[—1786 : P.T. 1822]	
619. Pickering, Yks.	[S.O. 1754 : P.P. 1838]	
620. Plymouth, Devon	[P.T. 1754]	
„ <i>also</i> Devonport, <sup>10</sup> 1856.		<sup>10</sup> Properly 250.
621. Plympton, Devon	[—1786 : P.T. 1820]	
622. Pocklington, <sup>11</sup> Yks.	[S.O. 1754 : P.T. 1820]	<sup>11</sup> Aftds. H30. It re-appeared at 622 in 1924.
„ <i>Kings</i> , <sup>*12</sup> <i>Jamaica</i> , 1876.		<sup>12</sup> Aftds. <i>Whitehouse</i> .



623	Pontefract, Yks.	[S.O. 1754 : P.T. 1786]	
624.	Poole, Dorset	[P.T. 1754]	
625.	Portsmouth, Hants.	[ „ ]	
	„ also Landport, Portsmouth, 1872.		
	„ „ Portsea, „ 1873.		
	„ „ High St. B.O. „ 1892.		
626.	Prescot, Lancs.	[ -1754 : P.T. 1786]	
627	Presteign, Radnors.	[ -1786 : P.T. 1820]	
628.	Preston, Lancs.	[P.T. 1754]	
629.	Fleetwood, Lancs.	[ -1838]	
630	Preston Brook, Chesh.	[ -1826 : P.T. 1835]	
631	Frodsham, „	[ „ : S.O. 1838]	
	„ <i>Medina</i> ,* <sup>1</sup> <i>Jamaica</i> , 1876.		<sup>1</sup> Aftds. <i>Maidstone</i> .
632.	Pwlheli, Carn.	[ -1826 : P.T. 1838]	
633	Queenborough, Kent	[ -1754 : P.T. 1786]	
634.	Ramsgate, „	[ „ : „ ]	
	„ also Addington St., Ramsgate, 1882.		
635.	Reading, Berks.	[P.T. 1754]	
636.	Redruth, Corn.	[ -1826 : P.T. 1834]	
637.	Reigate, Surrey	[S.O. 1754 : P.T. 1786]	
638.	Retford, Notts.	[ „ : „ ]	
639	Rhayader, Radnors.	[ -1826 : P.T. 1838]	
640	Devil's Bridge, <sup>2</sup> Card.	[ „ : S.O. 1838]	<sup>2</sup> Aftds. 069.
	„ <i>May Pen</i> , <i>Jamaica</i> , 1876.		
641.	Richmond, Yks.	[ -1786 : P.T. 1820]	
642	Ravenglass, <sup>3</sup> Cumb.	[ --1826 : P.T. 1831]	<sup>3</sup> Aftds. G59 and K53.
	„ <i>Petersfield</i> , <i>Jamaica</i> , 1876.		
643.	Rickmansworth, Herts.	[ -1786 : P.T. 1820]	
644.	Ringwood, <sup>4</sup> Hants.	[S.O. 1754 : P.T. 1786]	<sup>4</sup> Ringwood used 120 in error 1850-8.
645	Ripley, <sup>5</sup> Surrey	[ -1754 : „ ]	<sup>5</sup> Aftds. J49.
	„ -1906.		
646.	Ripon, Yks.	[S.O. 1754 : P.T. 1826]	
647	Robertsbridge, Suss.	[ -1826 : P.T. 1838]	
	„ <i>Southfield</i> , <i>Jamaica</i> , 1876.		
648.	Rochdale, Lancs.	[S.O. 1754 : P.T. 1786]	
649	Littleborough, Lancs.	[ -1838]	
	„ . Snodland, Kent, 1876	[ „ ]	
650.	Rochester, „	[P.T. 1754]	
651.	Rochford, Essex	[ -1786 : P.T. 1820]	
652	Rockingham, <sup>6</sup> Nthants.	[ „ : „ ]	<sup>6</sup> Aftds. H13.
	„ Crymmych, Pem. 1876	[ -1857]	
653.	Romsey, Hants.	[S.O. 1754 : P.T. 1786]	
654.	Ross, Hfds.	[ -1754 : P.T. 1786]	
655.	Rotherham, Yks.	[S.O. 1754 : P.T. 1786]	
656	Wath-upon-Dearne <sup>7</sup>	[ -1838]	<sup>7</sup> Aftds. Wath-on-Dearne.
	„ Bingham, <sup>8</sup> Notts. 1876.		<sup>8</sup> Form. 584.
657	Rougham, Norfk.	[ -1786 : P.T. 1820]	
	„ -1906.		
658.	Royston, Herts.	[P.T. 1754]	
659.	Rugby, Warwks.	[S.O. 1754 : P.T. 1820]	

659	<i>also</i> Rugby Station.*	[—1857]
660.	Rugeley, Staffs.	[—1826 : P.T. 1838]
661	Great Heywood, <sup>1</sup> Staffs.	[ „ : S.O. 1838]
„	Rotherfield, Suss. 1876	[ „ : P.P. 1838]
662	Shirleywich,* Staffs.	[ „ : S.O. 1838]
„ .	Sowerby Bridge, <sup>2</sup> Yks. 1876.	
663	Wolseley Bridge, Staffs.	[—1826 : S.O. 1838]
„ .	Feltham, Middx.	[—1786 : P.P. 1835]
664	Rushyford, Durham	[—1826 : P.T. 1831]
„	Ilkley, Yks. 1876	[—1838, but P.P. by 1840]
665	Ruthin, Denbighs.	[—1786 : P.T. 1820]
666.	Ryde, I. of Wight	[ „ : „ ]
667.	Rye, Suss.	[P.T. 1754]
668.	—Romford, Essex, 1856	[—1754 : P.T. 1821]
669.	Saffron Walden, <sup>3</sup> Cambs.	[S.O. 1754 : P.T. 1786]
670.	St. Austell, Corn.	[—1786 : P.T. 1820]
671	Grampound, Corn.	[—1826 : P.T. 1838]
672	St. Mawes, „	[ „ : „ ]
„	West Woodburn, Nthld. 1876	[—1838]
673	Mevagissey, Corn.	[—1826 : P.T. 1838]
674	Tregony, „	[S.O. 1754 : P.T. 1838]
„	Great Chesterford, Essex, 1876	[—1838]
675.	St. Albans, Herts.	[P.T. 1754]
676.	St. Asaph, Flints.	[—1754 : P.T. 1786]
677	St. Clears, Carm.	[—1826 : P.T. 1838]
678	St. Columb, Corn.	[S.O. 1754 : P.T. 1826]
679.	St. Helens, Lancs.	[—1826 : P.T. 1838]
680.	St. Ives, Hunts.	[S.O. 1754 : P.T. 1824]
681	Somersham, Hunts.	[—1826 : S.O. 1838]
„ .	Dukinfield, Chesh. 1876	[—1857]
682	St. Leonards, <sup>4</sup> Suss.	[—1786 : P.P. 1835]
„	Borough Green, Kent, 1876	[—1838]
683.	Salisbury, Wilts.	[P.T. 1754]
684	Downton, „	[—1838]
685	Wilton, „	[ „ ]
686.	St. Neots, Hunts.	[S.O. 1754 : P.T. 1820]
687.	Sandbach, Chesh.	[—1826 : S.O. 1838]
688.	Sandwich, Kent	[P.T. 1754]
689.	Sawbridgeworth, Herts.	[—1786 : P.T. 1824]
690.	Saxmundham, Suffk.	[P.T. 1754]
691	Aldeburgh, <sup>5</sup> Suffk.	[S.O. 1754, 1838]
„	Eglwysrw, Pem. 1876	[—1786 : P.P. 1835]
692	Yoxford, <sup>6</sup> Suffk.	[—1838]
„	Velindre, Pem. 1876	[—1857]
„	—1906.	
693.	Scarborough, Yks.	[S.O. 1754 : P.T. 1820]
„	<i>also</i> South Cliff B.O., Scarborough.	
694.	Scole, Norfk.	[—1826 : S.O. 1838]
695.	Selby, Yks.	[S.O. 1754 : P.T. 1838]
696.	Settle „	[ „ : P.T. 1820]

<sup>1</sup> Aftds. C20 (Great Haywood).

<sup>2</sup> Form. 331.

<sup>3</sup> A duplex mark was used here 1869–71 with the obliterator inverted, reading 699.

<sup>4</sup> More often St. Leonards-on-Sea ; also used 342.

<sup>5</sup> Aftds. D15.

<sup>6</sup> Aftds. D95 and D65.

697. <sup>1</sup> Sevenoaks, Kent	[S.O. 1754 : P.T. 1786]	<sup>1</sup> Also Edenbridge, 1892 ; in error for 967.
698. Shaftesbury, Dorset	[P.T. 1754]	
699. <sup>2</sup> Sheerness, Kent	[ -1786 : P.T. 1820]	<sup>2</sup> See note to 669 <i>ante</i> .
700. Sheffield, <sup>3</sup> Yks.	[ -1754 : P.T. 1786]	<sup>3</sup> A 704 was sent to Sheffield by mistake Apr. 1852.
701. Shepton Mallet, Som.	[S.O. 1754 : P.T. 1820]	
702. Sherborne, Dorset	[P.T. 1754]	
703 Queen Camel, Som.	[S.O. 1754 : P.P. 1838]	
„ Hatherleigh, <sup>4</sup> Devon, 1876		<sup>4</sup> Form. 589.
704. <sup>5</sup> South Shields, Durham	[ -1754 : P.T. 1786]	<sup>5</sup> See note to 700, <i>ante</i> .
705. Shifnal, Salop.	[ „ : „ ]	
706. Shipston, <sup>6</sup> Wore.	[ „ : „ ]	<sup>6</sup> Aftds. Shipston-on-Stour.
707. Shoreham, Suss.	[ -1786 : P.T. 1825]	
708. Shrewsbury, Salop.	[S.O. 1754 : P.T. 1786]	
709. Church Stretton, Salop.	[ -1826 : S.O. 1838]	
710. Llanidloes, Mont.	[ „ : „ ]	
711. Wem, Salop.	[ „ : „ ]	
712. Sidmouth, Devon	[ -1786 : P.T. 1824]	
713. Sittingbourne, Kent	[ -1754 : P.T. 1786]	
„ also Milton, Sittingbourne, 1882.		
714. Skipton, Yks.	[ -1786 : P.T. 1820]	
715 Cross Hills, Yks.	[ -1826 : S.O. 1838]	
716. Sleaford, Lincs.	[S.O. 1754 : P.T. 1825]	
717. Slough, Bucks.	[ -1786 : P.P. 1836]	
718 Colnbrook, Bucks.	[S.O. 1754 : P.T. 1786]	
„ . Manorbier, Pem. 1876	[ -1838]	
719 Solihull, Warwks.	[P.P. 1776 : P.T. 1838]	
„ Fourstones, Northd. 1876	[ -1857]	
720 Somerton, Som.	[S.O. 1754 : P.T. 1820]	
721. Langport, „	[ -1826 : P.T. 1838]	
722 Southam, Warwks.	[S.O. 1754 : „ ]	
723. Southampton, Hants.	[P.T. 1754]	
„ also Oxford St., Southampton, 1886.		
724. South Molton, Devon	[ -1786 : P.T. 1820]	
725 South Petherton, Som.	[S.O. 1754 : P.T. 1834]	
726. Martock, „	[ -1826 : P.T. 1838]	
727. Spalding, Lincs.	[ -1786 : P.T. 1820]	
728. Spilsby, „	[S.O. 1754 : „ ]	
729 Spittal, Northd.	[ -1826 : P.T. 1838]	
„ -1906.		
730. Stafford <sup>7</sup>	[P.T. 1754]	<sup>7</sup> Stafford also used 732 (duplex) in error 1856-7. A 780 was sent there Apr. 1852.
„ also Stafford Station.*		
731 Stilton, Hunts.	[S.O. 1754 : P.T. 1786]	
„ Spelter Works*, Glam. 1876	[ -1838]	
732 <sup>8</sup> Stockbridge, Hants.	[ -1786 : P.T. 1820]	<sup>8</sup> See note to 730, <i>ante</i> .
„ South Stockton*, <sup>9</sup> Yks. 1876	[ -1838]	<sup>9</sup> Aftds. Thornaby-on-Tees.
„ -1906.		
733. Stockport, Chesh.	[ -1754 : P.T. 1786]	
734 Disley, „	[ -1838]	
„ Whalley, Lancs. 1876	[ -1786 : P.P. 1835 : 5C. 1838]	
735 Hazelgrove, Chesh.	[ -1838]	



- 735 Trecastle,<sup>1</sup> Brecons. 1876.
736. Stockton\*,<sup>2</sup> Durham [S.O. 1754 : P.T. 1824]  
 „ also Cecil St.\*, Stockton-on-Tees, 1887.  
 „ „ Norton Rd., Stockton-on-Tees, 1887.  
 „ „ Portrack Lane, Stockton-on-Tees, 1887.
- 737 Castle Eden, Durham [—1826 : S.O. 1838]  
 „ . Broadstairs, Kent, 1876 [P.P. 1834]  
 „ also Broadstairs Station office\*, 1897.  
 „ —1906.
- 738 Stokenchurch, Bucks. [—1786 : P.T. 1826]  
 „ Byfield, Nthants. 1876 [—1838]
- 739 Stokesley, Yks. [—1786 : P.T. 1820]
- 740 Ingleby\*,<sup>3</sup> „ [—1838]  
 „ Crawley Down, Suss. 1876 [—1786 : P.P. 1838]
741. Staines, Middx. [P.T. 1754]  
 742. Stamford, Lincs. [ „ ]
743. Stevenage, Herts. [—1754 : P.T. 1786]  
 744 Steyning, Suss. [—1786 : P.T. 1820]  
 745. Stone, Staffs. [—1754 : P.T. 1786]  
 746 Stonham, Suffk. [—1786 : P.T. 1826]  
 747 Thwaite „ [—1826 : S.O. 1838]  
 „ Nantyfyllon, Glam. 1876 [—1857]  
 748 Stony Cross\*, Hunts. [—1826 : P.T. 1838]  
 „ Newton Heath, Lancs. 1876 [P.P. 1830]  
 „ —1906.
- 749 Stony Stratford, Bucks. [S.O. 1754 : P.T. 1820]  
 750. Stourbridge, Worc. [ „ : P.T. 1786]  
 751. Stourport, „ [—1786 : P.T. 1820]  
 752. Stowmarket, Suffk. [S.O. 1754 : P.T. 1820]  
 753 Needham Market, Suffk. [—1826 : S.O. 1838]  
 754. Stratford-on-Avon, Warwks. [S.O. 1754 : P.T. 1786]  
 755. Alcester, „ [—1826 : S.O. 1838]
- 756 Henley-in-Arden,<sup>4</sup> „ [S.O. 1754, 1838]  
 „ . Budleigh Salterton, Devon, 1876 [—1786 : P.P. 1838]  
 757. Stroud, Glos. [—1754 : P.T. 1786]  
 758. Kingscote, Glos. [—1826 : S.O. 1838]  
 759 Uley, „ [ „ : „ ]
760. Sudbury, Suffk. [S.O. 1754 : P.T. 1786]  
 761. Sunderland, Durham [ „ : „ ]  
 762. Swaffham, Norfk. [ „ : „ ]  
 763. Swansea, Glam. [P.T. 1754]  
 „ also Swansea, Mumbles,<sup>5</sup> 1875.  
 „ „ Swansea, Walters Rd., 1875.  
 „ „ The Docks, Swansea, 1875.  
 „ „ St. Helens, Swansea, 1883.
764. Brynmawr, Brecons. [—1838]  
 765 Reynoldstone,<sup>6</sup> Glam. [ „ ]  
 „ Partridge Green, Suss. 1877 [—1857]  
 766 Swindon, Wilts. [—1826 : P.T. 1838]  
 also New Swindon, Swindon.

<sup>1</sup> Form. 117.<sup>2</sup> Aftds. Stockton-on-Tees.<sup>3</sup> Aftds. Ingleby Greenhow, J94.<sup>4</sup> Also 78; see note thereto.<sup>5</sup> Aftds. K37.<sup>6</sup> Aftds. E49.

767	Cricklade, Wilts	[—1826 : S.O. 1838]	
768	Wootton Bassett, Wilts.	[S.O. 1754, 1838]	
769	Wroughton, Wilts.	[—1838]	
770.	—Stanmore, <sup>1</sup> Herts. 1856	[—1826 : P.T. 1838]	<sup>1</sup> Also 42B, L.
771	—Shooters' Hill, <sup>2</sup> Kent, 1856	[ „ : P.T. 1835]	<sup>2</sup> Aftds. 73, L, and 385.
	„. Caerphilly, Glam. 1877	[—1838]	
772.	Tadcaster, Yks.	[P.T. 1754]	
773	Taibach, Glam.	[—1826 : S.O. 1838]	
	„. Port Talbot, Glam.	[—1857]	
	„. Aberavon, <sup>3</sup> Glam. 1874	[S.O. 1754, 1838]	<sup>3</sup> Also E98.
774.	Tamworth, Staffs.	[S.O. 1754 : P.T. 1820]	
775.	Tarporley, Chesh.	[—1826 : P.T. 1838]	
776.	Taunton, Som.	[P.T. 1754]	
777	Williton, „	[—1786 : P.P. 1835]	
778	Dunster, „	[S.O. 1754 : P.T. 1838]	
779.	Minehead, „	[ „ : „ ]	
780. <sup>4</sup>	Tavistock, Devon	[ „ : P.T. 1823]	<sup>4</sup> A 780 was sent in error for 730 to Stafford, Apr. 1852.
781	Callington, Corn.	[—1786 : P.T. 1820]	
782.	Teignmouth, Devon	[ „ : „ ]	
783.	Tenbury, <sup>5</sup> Worc.	[ „ : „ ]	<sup>5</sup> Aftds. Tenbury Wells.
784.	Tenby, Pem.	[S.O. 1754 : „ ]	
785.	Tenterden, Kent	[ „ : „ ]	
786.	Tetbury, Glos.	[ „ : P.T. 1786]	
787	Tetsworth, Oxon.	[—1754 : P.T. 1786]	
788.	Tewkesbury, Glos.	[S.O. 1754 : P.T. 1820]	
789.	Thame, Oxon.	[ „ : P.T. 1786]	
790.	Thetford, Norfk.	[P.T. 1754]	
791.	Harling*, <sup>6</sup> Norfk.	[S.O. 1754, 1838]	<sup>6</sup> Aftds. East Harling.
792	Larlingford*, <sup>7</sup> Norfk.	[—1826 : S.O. 1838]	<sup>7</sup> Aftds. Larling.
	„. New Tredegar, Glam. 1877	[—1857]	
793	Shipdham, Norfk.	[—1826 : S.O. 1838]	
	„. Sandringham, Norfk. 1877	[—1857]	
794.	Watton, Norfk.	[S.O. 1754, 1838]	
795.	Thirsk, Yks.	[ „ : P.T. 1820]	
796	Osmotherley, Yks.	[—1838]	
	„. West Wickham, Kent, 1877	[—1786 : P.P. <sup>8</sup> 1838]	<sup>8</sup> Wickham.
797	Thorne, Yks.	[S.O. 1754 : P.T. 1786]	
	„. Kibworth Harcourt*, <sup>9</sup> Leic. 1877	[—1838]	<sup>9</sup> Aftds. Kibworth Beauchamp. In 1877 a duplex B66 was used here in error.
798.	Thrapston, Nthants.	[—1786 : P.T. 1820]	
799.	Tipton, Staffs.	[P.P. 1815, 1839]	
800.	Tiverton, Devon	[S.O. 1754 : P.T. 1786]	
801	—Wimbledon, <sup>10</sup> Surrey, 1877	[—1838]	<sup>10</sup> Form. 44, L, and 58, L ; aftds. 63, L.
	„. also Wimbledon Camp*, 1877.		
	„. Tonyrefail, <sup>11</sup> Glam. 1892.		<sup>11</sup> Form. 135.
802	Bampton, Devon	[S.O. 1754 : P.T. 1838]	
803.	Dulverton, Som.	[—1826 : „ ]	
804	Topsham, Devon	[—1786 : P.T. 1820]	
805.	Torquay, „	[—1826 : P.T. 1835]	
806.	Torrington, „	[S.O. 1754 : P.T. 1820]	
807.	Totnes, „	[P.T. 1754]	

808. Towcester, Nthants.	[P.T. 1754]	
809 — Merton, <sup>1</sup> Surrey, 1877	[—1838]	<sup>1</sup> Form. 25B, L.
„ Eastgate, Durham, 1899	[ „ ]	
810. Tring, Herts.	[—1786 : P.T. 1820]	
811 — Montford Bridge, Salop. 1877	[—1838]	
812 Princes Risborough, Bucks.	[—1826 : P.T. 1838]	
813. Trowbridge, Wilts.	[S.O. 1754 : P.T. 1820]	
814. Truro, Corn.	[P.T. 1754]	
815. Camborne, Corn.	[—1826 : P.T. 1838]	
816 — Sunbury Common, Middx. 1877	[—1857]	
817. St. Ives, Corn.	[S.O. 1754 : P.T. 1838]	
818. Tonbridge, Kent	[P.T. 1754]	
„ also Tonbridge Station office*, 1890.		
819 — Aspatria, Cumbd. 1877	[—1838]	
820. Tunbridge Wells, Kent	[—1786 : P.T. 1823]	
„ also Calverley, Tunbridge Wells, 1881.		
„ „ High St. B.O., Tunbridge Wells, 1881.		
821 Tuxford, Notts.	[P.T. 1754]	
„ . Ashford, Middx. 1877	[—1826 : P.P. 1838]	
822. Uckfield, Suss.	[—1754 : P.T. 1786]	
823. Hailsham, „	[S.O. 1754, 1838]	
824. <sup>2</sup> Ulverston, Lancs.	[ „ : P.T. 1820]	<sup>2</sup> See note to 924, <i>post</i> .
825. Uppingham, Rutld.	[ „ : „ ]	
826 Usk, <sup>3</sup> Mon.	[P.T. 1754]	<sup>3</sup> Also 089 in 1877.
827 Uttoxeter, Staffs.	[S.O. 1754 : P.T. 1820]	
828 Abbots Bromley, Staffs.	[S.O. 1754, 1838]	
„ Lanchester, Durham, 1877	[—1838]	
829 Sudbury, Derby	[—1826 : S.O. 1838]	
„ Crowborough, <sup>4</sup> Suss. 1885.		<sup>4</sup> Probably an error for 928 (q.v.), as 829 still continued in use at Sudbury.
830. Uxbridge, Middx.	[S.O. 1754 : P.T. 1786]	
831. Wakefield, Yks.	[ „ : „ ]	
832. Wallingford, Berks. [S.O. 1754 : P.T. 1786 : S.O. 1838]		
833 Benson, <sup>5</sup> Oxon.	[—1826 : P.T. 1838]	<sup>5</sup> Form. Bensington.
„ Chingford, <sup>6</sup> Essex, 1877	[—1838]	<sup>6</sup> Aftds. 84, L.
„ Cowshill, Durham, 1899	[—1857]	
834. Walsall, Staffs.	[S.O. 1754 : P.T. 1786]	
835. Waltham Cross, Herts.	[—1754 : P.T. 1786]	
836 Wangford, Suffk.	[—1786 : P.T. 1820]	
837 Wrentham, „	[—1838, but P.P. by 1840]	
„ Reeth, Yks. 1877	[P.P. 1831]	
838 Southwold, Suffk.	[S.O. 1754 : P.P. 1835]	
839 Wansford, Nthants.	[—1826 : P.T. 1838]	
840 Deane*, <sup>7</sup> „	[ „ : S.O. 1838]	Aftds. Deene.
„ . Cannock, Staffs. 1877	[P.P. 1835]	
841 Weldon, Nthants.	[—1838]	
„ . Hednesford, Staffs. 1877	[ „ ]	
842. Ware, Herts.	[P.T. 1754]	
843. Wareham, Dorset	[S.O. 1754 : P.T. 1820]	
844 Corfe Castle, Dorset	[—1826 : S.O. 1838]	
845. Swanage, „	[ „ : „ ]	



846. Warminster, Wilts.	[S.O. 1754 : P.T. 1786]	
847. Warrington, Lancs.	[P.T. 1754]	
848. Warwick	[S.O. 1754 : P.T. 1786]	
849. Watford, Herts.	[ „ : „ ]	
850. Wednesbury, <sup>1</sup> Staffs.	[P.P. 1786 : P.T. 1838]	<sup>1</sup> A 580 was sent here April, 1856.
851. Weedon, Nthants.	[—1786 : P.P. 1838]	
852. Welshpool, Mont.	[ „ : P.T. 1820]	
853. Machynlleth, Mont.	[—1826 : S.O. 1838]	
854. Montgomery, „	[ „ : „ ]	
855 Chirbury, <sup>2</sup> Salop.	[—1838]	<sup>2</sup> Aftds. C07.
„ South Ferndale*, <sup>3</sup> Glam. 1877	[—1857]	<sup>3</sup> Aftds. Ferndale, 993.
„ Tylorstown, Glam. 1881	[ „ ]	
„ —1906.		
856. Churchstoke, <sup>4</sup> Salop.	[—1838]	<sup>4</sup> Aftds. C08. Replaced at 856 in 1924 list.
„ Pumpsaint, Carn. 1877	[ „ ]	
857 Welford, Nthants.	[—1826 : P.T. 1838]	
„ Silloth, Cumb. 1877	[—1857]	
858. Wellingborough, Nthants.	[S.O. 1754 : P.T. 1826]	
859. Wellington, Salop.	[—1786 : P.T. 1825]	
860. Wellington, Som.	[—1754 : P.T. 1786]	
861 —Onllwyn, Brecons. 1877	[—1857]	
862 Milverton, Som.	[—1826 : P.T. 1838]	
863. Wells, Norfk.	[—1754 : P.T. 1786]	
864. Wells, Som.	[S.O. 1754 : P.T. 1786]	
„ —1906.		
865. Welwyn, Herts.	[—1754 : P.T. 1786]	
866 —Crynant, Glam. 1877	[—1857]	
867 Wendover, Bucks.	[—1786 : S.O. 1820]	
868. West Bromwich, Staffs.	[P.P. 1751 : P.T. 1838]	
869 —Port Dinorwic, Carn. 1878	[—1838]	
870. Westbury, Wilts.	[—1786 : P.T. 1820]	
871. Weston-super-Mare, Som.	[ „ : P.P. 1835]	
872 Wetherby, Yks.	[S.O. 1754 : P.T. 1786]	
873. Weymouth, Dorset	[P.T. 1754]	
874 Wheatley, <sup>5</sup> Oxon.	[—1786 : P.T. 1820]	<sup>5</sup> Aftds. H25.
„ Godstone Station*, Surrey, 1878	[—1857]	
„ South Godstone, Surrey, 1897	[—1857]	
875. Whitby, Yks.	[S.O. 1754 : P.T. 1820]	
876. Whitechurch, Salop.	[ „ : „ ]	
877. Whitehaven, Cumb.	[—1754 : P.T. 1786]	
878. Wigan, Lancs.	[S.O. 1754 : P.T. 1786]	
879. Wigton, Cumb.	[—1786 : P.T. 1820]	
880 Allonby, „	[—1838]	
„ Didsbury, Lancs. 1878	[—1786 : P.P. 1835]	
881 <sup>6</sup> —Swindon Station*, Wilts.	[—1838]	<sup>6</sup> Swindon in 1924 (form. 766).
882. Wimborne, Dorset	[—1754 : P.T. 1786]	
883. Wincanton, Som.	[S.O. 1754 : P.T. 1835]	
884 Henstridge Ash, <sup>7</sup> Som.	[—1786 : P.P. 1835]	<sup>7</sup> Sometimes Henstridge.
„ Aberbeeg, Mon. 1878	[—1857]	
885 Milborne Port, Som.	[—1786 : P.P. 1835]	

- |      |  |                                  |   |
|------|--|----------------------------------|---|
| 885  | Abertillery, Mon. 1878                   | [ -1838]                         |   |
| 886  | -Crumlin, Mon. 1878                      | [ -1857]                         |   |
| 887  | Stalbridge, <sup>1</sup> Dorset          | [ -1786 : P.P. 1838]             | <sup>1</sup> Aftds. G79.  |
|      | „ Cwmtillery, Mon. 1878                  | [ -1857]                         |   |
| 888. | Winchester, Hants.                       | [P.T. 1754]                      |   |
| 889  | -Elland, Yks. 1878                       | [P.P. 1824, 1839]                |   |
| 890. | Windsor, Berks.                          | [S.O. 1754 : P.T. 1820]          |   |
| 891  | -Godstone, <sup>2</sup> Surrey, 1878.    |                                  | <sup>2</sup> Form. 317.   |
| 892  | Eton, Bucks.                             | [ -1826 : S.O. 1838]             |   |
|      | „ . Chatteris, <sup>3</sup> Cambs. 1878. |                                  | <sup>3</sup> Form. 174.   |
| 893  | Wingham, Kent                            | [ -1754 : P.T. 1786]             |   |
| 894. | Winslow, Bucks.                          | [ -1786 : S.O. 1820]             |   |
| 895  | Wirksworth, Derbys.                      | [S.O. 1754 : P.T. 1820]          |   |
| 896  | -Abbots Langley, Herts. 1878             | [ -1838]                         |   |
| 897. | Wisbech, Cambs.                          | [P.T. 1754]                      |   |
| 898  | -Brightlingsea, Essex, 1878              | [ -1838]                         |   |
| 899. | -Hunstanton, Norfk. 1878                 | [ „ ]                            |   |
| 900. | Witham, Essex                            | [P.T. 1754]                      |   |
| 901. | -Pangbourne, Berks. 1878                 | [ -1786 : P.P. 1835]             |   |
| 902. | Witney, Oxon.                            | [S.O. 1754 : P.T. 1820]          |   |
| 903  | Wiveliscombe, Som.                       | [ -1826 : P.T. 1838]             |   |
| 904. | Wokingham, Berks.                        | [S.O. 1754 : P.T. 1786]          |   |
| 905. | Wolverhampton, Staffs.                   | [ „ : „ ]                        |   |
| 906. | -Woburn, Beds. 1856                      | [ „ : „ ]                        |   |
| 907. | Woodbridge, Suffk.                       | [ „ : P.T. 1820]                 |   |
| 908. | -Wembley, Middx. 1878                    | [ -1857]                         |   |
| 909  | -Harrow Station*, Middx. 1878            | [ -1857]                         |   |
|      | „ -1906.                                 |                                  |   |
| 910. | Woodstock, Oxon.                         | [S.O. 1754 : P.T. 1786]          |   |
| 911  | -Elmham, <sup>4</sup> Norfk. 1878.       |                                  | <sup>4</sup> Form. 247.   |
| 912  | Deddington, Oxon.                        | [ -1826 : S.O. 1838]             |   |
|      | „ Hebron, Carm. 1878                     | [ -1857]                         |   |
| 913  | Woodyates*, Dorset                       | [ -1826 : P.T. 1835 : -1857]     |   |
|      | „ Crook Log, Kent, 1878                  | [ -1857]                         |   |
| 914  | Cranborne, Dorset                        | [S.O. 1754 : P.T. 1825]          |   |
| 915  | Wotton-under-edge, Glos.                 | [ „ : P.T. 1820]                 |   |
| 916  | -Furness Abbey, <sup>5</sup> Lancs. 1878 | [ -1857]                         | <sup>5</sup> Aftds. K62.  |
|      | „ -1906.                                 |                                  |   |
| 917  | Wickwar, Glos.                           | [ -1826 : S.O. 1838]             |   |
|      | „ Askam, Lancs. 1878                     | [ -1838]                         |   |
| 918. | Worcester                                | [P.T. 1754]                      |   |
| 919  | -Llanfalteg, Carn. 1878                  | [ -1857]                         |   |
| 920  | Upton-on-Severn, Worc.                   |                                  |   |
|      |  | [ -1786 : P.P. 1835 : S.O. 1838] |   |
| 921. | Workington, Cumb.                        | [S.O. 1754 : P.T. 1820]          |   |
| 922. | Worksop, Notts.                          | [ „ : P.T. 1786]                 |   |
| 923. | Worthing, <sup>6</sup> Suss.             | [ -1786 : P.T. 1825]             | <sup>6</sup> Probably used 193 in error from Nov. 1855 to July, 1856. |
|      | „ also Brighton Rd., Worthing, 1883.     |                                  |   |
|      | „ „ Brunswick Rd.*, Worthing, 1883.      |                                  |   |
|      | „ „ Chapel Rd. North*, Worthing, 1883.   |                                  |   |

- 923 *also* Clifton Rd., Worthing, 1883.  
 „ „ Montague St., Worthing, 1886.  
 „ „ Worthing Station B.O.\*, 1890.  
 924. Wrexham,<sup>1</sup> Denbighs. [S.O. 1754 : P.T. 1826]  
 925. Wymondham,<sup>2</sup> Norfk. [—1754 : P.T. 1786]  
 926. Yarm, Yks. [—1786 : P.T. 1820]  
 927. Yarmouth,<sup>3</sup> Norfk. [P.T. 1754]  
 928. Yealmpton, Devon [—1826 : P.T. 1838]  
 „ . Crowborough Cross\*,<sup>4</sup> Suss. 1878 [—1857]  
 929. Yeovil, Som. [S.O. 1754 : P.T. 1820]  
 930. York [P.T. 1754]  
 „ *also* Micklegate, York.  
 „ „ Strensall Camp\*, York.  
 931. Easingwold,<sup>5</sup> Yks. [—1826 : S.O. 1838]  
 932. Escrick, Yks. [ „ : „ ]  
 „ Barnetby, Lincs. 1878 [—1838]  
 933. Green Hammerton, Yks. [—1826 : S.O. 1838]  
 „ Hilborough, Norfk. 1878 [ „ : „ ]  
 934. Helmsley,<sup>6</sup> Yks. [ „ : „ ]  
 „ . Mundford, Norfk. 1878 [—1838]  
 935. Kirby Moorside,<sup>7</sup> Yks. [S.O. 1754, 1838]  
 „ Castleacre, Norfk. 1878 [—1838]  
 936. Whitwell, Yks. [—1826 : P.P. 1838]  
 The original list of 1844 ended here : 937 to 945 were added during the year.  
 937. Barnet, Herts. [P.T. 1754]  
 938. Croydon, Surrey [S.O. 1754 : P.T. 1786]  
 „ *also* Thornton Heath.<sup>8</sup>  
 „ „ Thornton Heath, High Street.\*  
 „ „ New Thornton Heath\*, Croydon, 1879.  
 939. Staplehurst, Kent [—1786 : 5C. 1835]  
 940. Alne, Yks. [—1838]  
 „ Litcham, Norfk. 1878 [P.P. 1831]  
 941. Burton Agnes, Yks. [—1838]  
 „ Three Cocks, Brecons. 1878 [—1857]  
 942. Bradbury\*, Durham [—1838]  
 „ *Larnaca, Cyprus*, 1878.  
 943. Beaminster,<sup>9</sup> Dorset [S.O. 1754 : P.P. 1835 : P.T. 1838]  
 944. Lynton, Devon [—1786 : P.P. 1835]  
 945. Runcorn, Chesh. [ „ : „ ]  
 Nos. 946 to 952 were allotted during 1845.  
 946. Middlesbrough, Yks. [P.P. 1833]  
 947. Hartlepool, Durham [S.O. 1754, 1838]  
 948. Bruton, Som. [S.O. 1754 : P.P. 1835 : P.T. 1838]  
 949. Castle Cary, Som. [—1786 : P.P. 1835 : P.T. 1838]  
 950. Kenilworth, Warwks. [—1786 : P.P. 1835]  
 951. Pontypool, Mon. [ „ : „ ]  
 952. Hollytroys\*, Lancs. [—1838, 1857]  
 „ . Greenhithe, Kent, 1878 [—1786 : P.P. 1835]

<sup>1</sup> 824 was used here in error, in 1884.<sup>2</sup> Form. Windham.<sup>3</sup> Aftds. Great Yarmouth.<sup>4</sup> Aftds. Crowborough. See 829.<sup>5</sup> Also 975 in 1856 list.<sup>6</sup> Aftds. D65.<sup>7</sup> Aftds. D64.<sup>8</sup> Form. 29B, L. It is 938B in the 1924 list.<sup>9</sup> 128 in the 1844 list ; 943 was in use there in 1845.



Nos. 953 to 958 were allotted during 1846.

953. Blackpool, Lanes. [—1838, but P.P. by 1840]  
 954 Longtown, Cumbd. [—1826 : S.O. 1838]  
 955 Otterton, Devon [—1838 : P.P. 1839]  
 „ Southborough, Kent, 1878 [—1838]  
 956 Hurstpierpoint, Suss. [—1786 : P.P. 1835]  
 957. Nuneaton, Warwks. [ „ : „ ]  
 958.<sup>1</sup> Leigh, Lanes. [P.P. 1835]

<sup>1</sup> 958 was also used at Fence Houses (properly 092) in error; sent there Jan. 1852.

Nos. 959, 960, and 962 were allotted during 1847.

- 959 <sup>2</sup> Clifton, Som. [—1786 : P.P. 1835]  
 „ Long Sutton, Lincs. 1878 [—1838]  
 960. Crewe, Chesh. [ „ ]  
 961 —Sutton Bridge, Lincs. 1878 [ „ ]  
 962. Middleham, Yks. [S.O. 1754 : P.P. 1835]

<sup>2</sup> Aftds. used 134.

Nos. 963 to 973, with exceptions, were allotted during 1848.

- 963 Winchfield, Hants. [—1838]  
 964 Euston Square Station\* <sup>3</sup> [ „ ]  
 „ Wearhead, Durham, 1899 [ „ ]  
 „ —1906.  
 965 Alderney, Chan. Is. [—1838]  
 966 —Hadlow, Kent, 1878 [—1786 : 5C. 1835]  
 967. Edenbridge,<sup>4</sup> Kent [—1826 : S.O. 1838]  
 968 —Winchelsea, Suss. 1878 [S.O. 1754 : P.P. 1835]  
 969 —*Nicosia, Cyprus*, 1878.  
 970 Washford, Som. [—1786 : P.P. 1835]  
 971. Ventnor, I. of W. [ „ : P.P. 1838]  
 972. Flint, Flints. [ „ : P.P. 1835]  
 973. Rhyl, „ [ „ : „ ]

<sup>3</sup> Aftds. Euston Station. See also B34.

<sup>4</sup> Also used 697 in error, 1892.

Nos. 974 to 979 were allotted during 1849.

- 974 Sedbergh,<sup>5</sup> Yks. [—1786 : P.P. 1835]  
 „ *Baffo, Cyprus*, 1878.  
 975 Easingwold,<sup>6</sup> Yks. [—1826 : S.O. 1838]  
 „ *Famagusta, Cyprus*, 1878.  
 976. Windermere, Westmd. [—1838]  
 977. Ferry Hill, Durham [ „ ]  
 978. Littlehampton, Suss. [—1826 : P.P. 1835 : S.O. 1838]  
 979 Acklington, Northd. [—1838]

<sup>5</sup> Sedbergh was 438 in the 1844 list, and continued to use that number down to 1903. It, however, used 974 in 1852.

<sup>6</sup> Also 931 in the 1844 list, which it continued to use.

Nos. 980 and 982 to 984 were allotted during 1850.

- 980 Rhymney, Mont. [—1838]  
 981 —*Limassol, Cyprus*, 1878.  
 982 Dowlais,<sup>7</sup> Glam. [—1838]  
 „ *Kyrenia, Cyprus*, 1878.  
 983. Soham, Cambs. [—1786 : P.P. 1835 : S.O. 1838]  
 984 Mere, Wilts. [—1826 : P.T. 1838]

<sup>7</sup> Aftds. D04.

Nos. 985 to 004, with exceptions, were allotted during 1851.

985. Aberdare, Glam. [P.P. 1834]  
 „ *also* Mill St.,<sup>8</sup> Aberdare, 1887.  
 986. —Treherbert, Glam. 1876 [—1857]

<sup>8</sup> Form. E02.

987	Burbage, Wilts.	[ -1786 : P.P. 1838]	
„	Treorchy, Glam. 1876	[ -1857]	
988	—Ystrad Rhondda, Glam. 1876	[ „ ]	
989	—Tonypandy, Glam. 1876	[ „ ]	
990	Collingbourn*, <sup>1</sup> Wilts.	[ -1786 : P.P. 1835]	<sup>1</sup> Aftds. Collingbourne Ducis, K43.
„	Dinas, Glam. 1876	[ -1838]	
991	—Porth, Glam. 1876	[ -1857]	
992	Tidworth, Wilts.	[ -1838]	
„	Pen-y-graig, Glam. 1876	[ -1857]	
993	Cholderton, Wilts.	[ -1838]	
„	Blaenllecha, <sup>2</sup> Glam. 1876	[ -1857]	<sup>2</sup> Aftds. D42.
„	Ferndale, <sup>3</sup> Glam. 1892	[ „ ]	<sup>3</sup> Form. South Ferndale, 855.
994	Axbridge, Som.	[S.O. 1754 : P.P. 1835]	
„	Trealaw, Glam. 1876	[ -1857]	
„	—1906.		
995	Brierley Hill, Staffs.	[P.P. 1817, 1839]	
996	Sturminster Newton, Dorset	[S.O. 1754 : P.P. 1835]	
997	Shillingstone, <sup>4</sup> Dorset	[ -1786 : „ ]	<sup>4</sup> Aftds. G76.
„	Pinxton, Derbys. 1878	[ -1838]	
998	—Charfield, Glos. 1878	[ „ ]	
999	—Paulton, Som. 1878	[ „ ]	
001	—Pensford, Som. 1878	[S.O. 1754 : P.P. 1835]	
002	Ulceby, Lincs.	[ -1838]	
„	—1906.		
003	Weobley, Herefs.	[P.P. 1835]	
004	Redcar, Yks.	[ -1786 : P.P. 1835]	
Nos. 005 to 014, with exceptions, were allotted during 1852.			
005	Corsham, Wilts.	[ -1786 : 5C. 1835]	
006	—Temple Cloud, Som. 1878	[ -1786 : P.P. 1835]	
007	Brough, Yks.	[ -1754 : P.T. 1786]	
008	—Clutton, Som. 1878	[ -1838]	
009	—Farrington Gurney, Som. 1878	[ -1838]	
010	Copplestone, Devon	[ -1838]	
011	—Hallatrow, Som. 1878	[ „ ]	
012	Highampton, Devon	[ „ ]	
013	North Tawton, Devon	[ -1786 : P.P. 1838]	
014	Witheridge, Devon	[ „ : „ ]	
Nos. 015 to 025, with exceptions, were allotted during 1853.			
015	Milford Junction*, Yks.	[ -1838]	
„	South Milford, Yks. 1885	[ „ ]	
016	—Brockenhurst, Hants. 1878	[ „ ]	
017	Upper Clevedon*, <sup>5</sup> Som.	[ „ ]	<sup>5</sup> See 020.
„	Rainham, Kent, 1878	[ -1786 : P.P. 1835]	
018	—Egham, Surrey, 1878	[ „ : 5C. 1835]	
019	—New Malden, Surrey, 1878	[ -1857]	
020	Lower Clevedon*, <sup>6</sup> Som.	[ -1786 : P.P. 1835]	<sup>6</sup> Aftds. Clevedon.
021	St. Just, Corn.	[P.P. 1833]	
022	Ripley, Yks.	[P.P. 1835]	

023. Farnborough Station*, <sup>1</sup> Hants.	[—1838]	<sup>1</sup> Aftds. Farnborough (P.P. 1838).
024. Stonehouse, Glos.	[P.P. 1835]	
025. Bletchley Station*, <sup>2</sup> Bucks.	[—1838]	<sup>2</sup> Aftds. Bletchley.
Nos. 026 to 041 were allotted during 1854.		
026. Southend*, <sup>3</sup> Essex	[—1786 : P.P. 1835]	<sup>3</sup> Aftds. Southend-on-sea.
027. Houghton-le-spring, Durham	[—1838]	
028. Ramsey, <sup>4</sup> Hunts.	[P.P. 1836]	<sup>4</sup> Aftds. J66.
„. St. Keyne, Corn. 1878	[—1838]	
029. West Hartlepool, Durham	[ „ ]	
030. Tremadoc, Carn.	[—1786 : P.P. 1835]	
031. Portmadoc, „	[—1838]	
032. Festiniog, Merio.	[ „ ]	
033. Tanybwllch, „	[—1786 : P.P. 1834]	
034. Smethwick, <sup>5</sup> Warwks.	[P.P. 1835]	<sup>5</sup> Aftds. used 75.
„ —1906.		
035. Oldbury, Worc.	[P.P. 1828]	
036. Ramsey, I. of Man	[—1838]	
037. Castletown, I. of Man	[ „ ]	
038. Chathill, Northd.	[ „ ]	
039. Willenhall, Staffs.	[P.P. 1833]	
040. Whittlesea, Cambs.	[S.O. 1754 : P.P. 1835]	
„. Duloe, Corn. 1878	[S.O. 1754 : —1826, 1838]	
041. Crowland, Lincs.	[S.O. 1754 : P.P. 1835]	
„ Kirkbythore, Westmd. 1878	[—1838]	
Nos. 042 to 050 were allotted during 1855.		
042. Eggesford*, Devon	[—1838, 1857]	
„. Sandplace, Corn. 1878	[—1838]	
043. Yatton Keynell, Wilts.	[ „ ]	
„. Looe, <sup>6</sup> Corn. 1878.		<sup>6</sup> Form. 464.
044. Lacock, Wilts.	[—1786 : P.P. 1835]	
„. Polperro, <sup>7</sup> Corn. 1878.		<sup>7</sup> Form. 465.
045. Sutton Benger, <sup>8</sup> Wilts.	[—1786 : P.P. 1838]	<sup>8</sup> Aftds. F66.
„ Temple Sowerby, <sup>9</sup> Westmd. 1878.		<sup>9</sup> Form. 143.
046. Aldershot Camp*, <sup>10</sup> Surrey	[—1838]	<sup>10</sup> Aftds. 96.
„ Greaseboro, Yks. 1879	[ „ ]	
„ Trawsfynydd, Merio. 1885	[ „ ]	
047. Crewe Station, Chesh.	[ „ ]	
„ —1906.		
048. Normanton, Yks.	[—1838]	
„ also Normanton Station*	[ „ ]	
049. Paddington Station*, London	[ „ ]	
„ St. John's Chapel, Durham, 1898	[ „ ]	
050. Bampton, Oxon.	[P.P. 1835]	

Nos. 051 to 072, with exceptions, were allotted during 1856. The 1856 list ended at 051. By this time all the 1838 Post Towns had received numbers, except Cross, Som. (P.O. closed before 1850).  
 Foots Cray, Kent (given 15B in London list, 1861).  
 Wiley, Wilts. (now Wyllye).



From this point, if no date prior to 1835 is mentioned, the office did not exist in 1826 (except in some cases where the place has had a previous number, and perhaps some of the Penny Posts).

051	Tickhill, Yks.	[P.P. 1835]
052	Shotley Bridge, Durham	[—1838]
053.	Heckmondwike, Yks.	[P.P. 1829, 1839]
054.	Farnworth, Lancs.	[—1838]
055	Beaford, Devon	[ „ ]
056	Bow, Devon	[S.O. 1754 : P.P. 1837]
057	Brandis Corner, Devon	[—1838]
058	Bridestowe, „	[P.P. 1837]
059.	Chulmleigh <sup>1</sup> , „	
060	—Newent, Glos. 1879	[P.P. 1835]
061	—Eynsford, Kent, 1879	[—1838]
062	Dolton, Devon	[ „ ]
063	Exbourne, „	[P.P. 1838]
064	Lewdown, „	[P.P. 1835]
065	Lifton, „	[ „ ]
066	—Capel Bangor, Card. 1879	[—1857]
067	Morchard Bishop, Devon	[P.P. 1838]
068	—Ponterwyd, Card. 1879	[—1838]
069	—Devil's Bridge, Card. 1879	[ „ ]
070	Sampford Courtenay, Devon.	[ „ ]
071	Wembworthy, Devon	[ „ ]
072	Winkleigh, „	[ „ ]

Nos. 073 to 090, with exceptions, were allotted during 1857.

073 <sup>2</sup>	Waltham, Lincs.	[—1838]
074	Probus, Corn.	[P.P. 1838]
075	Newton-in-Cartmel, Lancs.	[ „ ]
„	Rhydyfelin, Card.	[—1838]
076	Knottingley, Yks.	[ „ ]
077	Aston on Clun, Salop.	[ „ ]
078	Brampton Brian, Herefs.	[ „ ]
079	Bromfield, Salop.	[ „ ]
080	Clun, Salop	[ „ ]
081.	—Castletown, <sup>3</sup> Portland, Dorset, 1879	[—1838]
082	Leintwardine, <sup>4</sup> Herefs.	
083	Little Brampton*, Salop.	[—1838]
084	Lydbury North, Salop	[—1838]
085	Craven Arms, „	[ „ ]
086	—Fortuneswell, <sup>5</sup> Portland, Dorset, 1879	[—1838]
087 <sup>6</sup>	—Goginam, <sup>7</sup> Card. 1879	[—1838]
088	—Sunninghill, Berks. 1879	
		[P.T. 1786 : —1826 : S.O. 1838]
089 <sup>7</sup>	—Usk, <sup>8</sup> Mon. 1879.	
„	—1906.	
090	Wistanstow, Salop.	[—1838]
091	—Kirkby Lonsdale, <sup>9</sup> Westmd. 1879.	

<sup>1</sup> Form. 203.

<sup>2</sup> An 073 was sent to Melton Mowbray, April, 1857.

<sup>3</sup> Aftds. Portland Harbour.

<sup>4</sup> Form. 481.

<sup>5</sup> Aftds. Portland.

<sup>6</sup> An 087 was sent to Shrewsbury for some small place, Dec. 1857, along with the rest of this Shropshire batch.

<sup>7</sup> 089 was used at Goginam in 1876.

<sup>8</sup> Usk was originally 826, and continued to use that number down to 1897.

<sup>9</sup> Form. 423.

Nos. 092 to A24, with exceptions, were allotted during 1858.

- 092.<sup>1</sup> Fence Houses,<sup>2</sup> Durham [—1838]  
 093 Harwell, Berks. [ „ ]  
 „ Crowthorne, Berks. 1879 [—1857]  
 094. Steventon, Berks. [—1838]  
 095 Drayton, Berks. [—1786 : P.T. 1820 : P.P. 1835]  
 096. —Colwyn Bay,<sup>3</sup> Denbighs. 1879 [—1838]  
 097 Shiplake,<sup>4</sup> Oxon. [ „ ]  
 „ Mitcheldean, Glos. 1879 [S.O. 1754 : P.P. 1835]  
 098 —Platres, Cyprus, 1879.  
 099 —Whitchurch,<sup>5</sup> Hants. 1879.

In April, 1858, the use of British stamps commenced in the West Indies (continuing until the middle of 1860), and numbers were assigned to various islands, &c.

- A01 Kingston, Jamaica [P.O. estab. 1688]  
 „<sup>6</sup> ? 1900.  
 A02 Antigua,<sup>7</sup> B.W.I.  
 A03 Demerara\*,<sup>8</sup> B. Guiana [P.O. estab. 1793]  
 A04 Berbice\*,<sup>9</sup> „  
 A05 Bahamas,<sup>10</sup> B.W.I.  
 A06 Belize,<sup>11</sup> Brit. Honduras.  
 A07 Dominica,<sup>12</sup> B.W.I.  
 A08 Montserrat,<sup>13</sup> „  
 A09 Nevis,<sup>14</sup> „  
 A10 St. Vincent,<sup>15</sup> „  
 A11 St. Lucia,<sup>16</sup> „  
 „ also Castries, St. Lucia.  
 A12 St. Kitts,<sup>17</sup> B.W.I.  
 A13 Tortola, Virgin Is., B.W.I.  
 A14 Tobago,<sup>18</sup> B.W.I.  
 A15 Grenada,<sup>19</sup> „  
 A16 Newcastle-on-Tyne Station\*, Northd. [—1857]  
 A17 Alexandria,<sup>20</sup> Egypt.  
 A18 English Harbour, Antigua, B.W.I.  
 A19 Appledore, Devon [P.P. 1835]  
 A20. Wickham Market, Suffk. [S.O. 1754 : —1786, 1838]  
 A21.<sup>21</sup> Redhill, Surrey [—1838]  
 „ also Redhill, Station office,\* 1890.  
 A22 Boxmoor, Herts. [—1838]  
 A23 Fremington, Devon [ „ ]  
 A24 Instow, „ [ „ ]

Nos. A25 to B29 were allotted during 1859. In the 1906 list A01 to A18 and A25 to A83 were all vacant.

- A25 Malta.<sup>22</sup>  
 A26 Gibraltar.<sup>23</sup>  
 „ also Casablanca in the 'nineties.  
 „ „ Laraiche „

<sup>1</sup> Possibly 092 was used for a time on the Shrewsbury and Tamworth sorting carriage, as there is an impression in the proof books bracketed with that mark, dated 2 Jan. 1858.

<sup>2</sup> A 958 was sent here Jan. 1852.

<sup>3</sup> Form. Colwyn.

<sup>4</sup> Aftds. Lower Ship-lake.

<sup>5</sup> Form. 23.

<sup>6</sup> A01 is known on a 'Boer War' letter of 1900. Possibly used in London.

<sup>7</sup> Chief town, St. John.

<sup>8</sup> Aftds. Georgetown.

<sup>9</sup> Aftds. New Amsterdam.

<sup>10</sup> Chief town, Nassau.

<sup>11</sup> Aftds. K65.

<sup>12</sup> Chief town, Roseau.

<sup>13</sup> Chief town, Plymouth.

<sup>14</sup> Chief town, Charles-town.

<sup>15</sup> Chief town, Kingstown.

<sup>16</sup> Chief town, Castries.

<sup>17</sup> Or St. Christopher. Chief town, Basse-terre.

<sup>18</sup> Chief town, Scarborough.

<sup>19</sup> Chief town, St. Georges.

<sup>20</sup> Wrongly listed as A., Scotland. Possibly intended for a mail boat; A's correct number was B01.

<sup>21</sup> A 21 to A 24 inclusive were sent to Wickham Market, Suffk. in June, 1858, but probably not used in that neighbourhood.

<sup>22</sup> An obliterator M was used 1852–9.

<sup>23</sup> An obliterator G was used 1857–9.

A26 *also* *Mazagan* in the 'nineties.

„ „ *Mogador* „  
 „ „ *Rabat* „  
 „ „ *Saffi* „  
 „ „ *Tangier* „  
 „ „ *Tetuan* „

Nos. A27 to A79 were sent out to Jamaica, 1st Feb. 1859, and were allotted by the local authorities as follows :

A27 *Alexandria*.  
 A28 *Annotto Bay*.  
 A29 *Bath*.  
 A30 *Black River*.  
 A31 *Brown's Town*.  
 A32 *Buff Bay*.  
 A33 *Chapelton*.  
 A34 *Claremont*.  
 A35 *Clarendon\**

[closed 1876]

„ *Four Paths*, 1876.

A36 *Dry Harbour*.

A37 *Duncans*.

A38 *Ewarton*.<sup>1</sup>

<sup>1</sup> Aftds. 196.

„ *Falmouth*,<sup>2</sup> 1862.

<sup>2</sup> Form. A39.

„ *also Up Park Camp* (1884).

A39 *Falmouth*.<sup>3</sup>

<sup>3</sup> Aftds. A38.

„ *Flint River*,<sup>4</sup> 1862.

<sup>4</sup> Form. A40.

A40 „ „<sup>5</sup>

<sup>5</sup> Aftds. A39.

„ *Gayle*,<sup>6</sup> 1862.

<sup>6</sup> Form. A41.

A41 „ „<sup>7</sup>

<sup>7</sup> Aftds. A40.

„ *Golden Spring\**,<sup>8</sup> 1862

[closed 1885]

<sup>8</sup> Form. A42.

„ *Stony Hill*, 1892.

A42 *Golden Spring\**.<sup>9</sup>

<sup>9</sup> Aftds. A41.

„ *Gordon Town*,<sup>10</sup> 1862.

<sup>10</sup> Form. A43.

A43 „ „<sup>11</sup>

<sup>11</sup> Aftds. A42.

„ *Goshen\**,<sup>12</sup> 1862.

<sup>12</sup> Form. A44. Aftds. *Santa Cruz*.

A44 „ „<sup>13</sup>

<sup>13</sup> Aftds. A43.

„ *Grange Hill*,<sup>14</sup> 1862.

<sup>14</sup> Form. A45.

A45 „ „<sup>15</sup>

<sup>15</sup> Aftds. A44.

„ *Green Island*,<sup>16</sup> 1862.

<sup>16</sup> Form. A46.

A46 „ „<sup>17</sup>

<sup>17</sup> Aftds. A45.

„ *Highgate*,<sup>18</sup> 1862.

<sup>18</sup> Form. A47.

„ *Siloah*, 1892 ?

A47 *Highgate*.<sup>19</sup>

<sup>19</sup> Aftds. A46.

„ *Hope Bay*,<sup>20</sup> 1862.

<sup>20</sup> Form. A48.

A48 „ „<sup>21</sup>

<sup>21</sup> Aftds. A47.

„ *Lilliput\**,<sup>22</sup> 1862

[closed 1874]

<sup>22</sup> Form. A49.

A49 „ „<sup>23</sup>

<sup>23</sup> Aftds. A48.

„ *Lucea*,<sup>24</sup> 1862.

<sup>24</sup> Form. A51.

A50 *Little River*.<sup>25</sup>

<sup>25</sup> See note to E58, *post*.

„ *Malvern*, 1862.



- A51 *Lucea*.<sup>1</sup>  
 „ *Manchioneal*,<sup>2</sup> 1862.  
 A52 „<sup>3</sup>  
 „ *Mandeville*,<sup>4</sup> 1862.  
 A53 „<sup>5</sup>  
 „ *May Hill*\*,<sup>6</sup> 1862.  
 A54 „ „<sup>7</sup>  
 „ *Mile Gully*,<sup>8</sup> 1862.  
 A55 „ „<sup>9</sup>  
 „ *Moneague*,<sup>10</sup> 1862.  
 A56 „<sup>11</sup>  
 „ *Montego Bay*,<sup>12</sup> 1862.  
 A57 „ „<sup>13</sup>  
 „ *Morant Bay*,<sup>14</sup> 1862.  
 A58 *Montpelier*\* [closed about 1860]  
 „ ? *Bluefields*, 1866.  
 A59 *Morant Bay*.<sup>15</sup>  
 „ *Newport*, 1862.  
 A60 *Ocho Rios*.  
 A61 *Old Harbour*.  
 A62 *Plantain Garden River*.  
 A63 *Pear Tree Grove*.  
 A64<sup>16</sup> *Port Antonio*.  
 A65 *Port Morant*.  
 A66 *Port Maria*.  
 A67 *Port Royal*.  
 A68 *Porus*.  
 A69 *Ramble*.  
 A70 *Rio Bueno*.  
 A71 *Rodney Hall*\*.<sup>17</sup>  
 A72 *St. David*.  
 A73 *St. Ann's Bay*.  
 A74 *Salt Gut*\*.<sup>18</sup>  
 A75 *Savannah-la-mar*.  
 A76 *Spanish Town*.  
 A77 *Stewart Town*.  
 A78 *Vere*\*.<sup>19</sup>  
 A79 — *Balaclava*, 1878.  
 Nos. A80 to A99, followed by others, were handed over for use on mailboats during 1859. They were formerly supposed to have belonged to 'naval stations'. See Appendix II under this heading.  
 A80 'Pera', P. & O. steamer.  
 „ *Mount Charles, Jamaica*, 1878.  
 „ *Hagly Gap, Jamaica*, 1884.  
 A81 Mailboat, probably P. & O.  
 „ *Pedro, Jamaica*, 1878.  
 A82 Mailboat, probably Canadian service.  
 „ *Middle Quarters, Jamaica*, 1878.  
 A83 Mailboat, probably P. & O.

<sup>1</sup> Aftds. A49.<sup>2</sup> Form. A52.<sup>3</sup> Aftds. A51.<sup>4</sup> Form. A53.<sup>5</sup> Aftds. A52.<sup>6</sup> Form. A54. Aftds. *Spur Tree*.<sup>7</sup> Aftds. A53.<sup>8</sup> Form. A55.<sup>9</sup> Aftds. A54.<sup>10</sup> Form. A56.<sup>11</sup> Aftds. A55.<sup>12</sup> Form. A57.<sup>13</sup> Aftds. A56.<sup>14</sup> Form. A59.<sup>15</sup> Aftds. A57.<sup>16</sup> A64 may have been used also at *Lacovia* (E30).<sup>17</sup> Aftds. *Linstead*.<sup>18</sup> Aftds. *Retreat*.<sup>19</sup> Aftds. *Alley*.

A83	<i>Trinity Ville, Jamaica, 1878.</i>	
A84	Mailboat.	
„	Brasted, Kent, 1882	[P.P. 1835 : -1857]
A85	Mailboat.	
„	Talog, Carm. 1882	[-1857]
A86	Mailboat.	
„	Upper Cwmtwrch, Glam. 1882	[-1857]
A87	Mailboat ('Marseilles Packet').	
„	Forestfach, Glam. 1882	[-1857]
A88	Mailboat.	
„	<i>Gulf of Pe-chi-li, China, 1874.</i>	
„	Ynishir, Glam. 1881	[-1857]
A89	Mailboat.	
„	Pontyclown, <sup>1</sup> Glam. 1881	[-1857]
A90	Mailboat, probably Atlantic.	
„	East Liss, Hants. 1881	[-1857]
A91 <sup>2</sup>	<i>Virgin Islands, B.W.I.</i>	
„	Southsea, Hants. 1874	[P.P. 1835]
A92	<i>Halifax, Nova Scotia.</i>	
„	Masham, Yks. 1874	[P.P. 1838]
A93	Mailboat, Atlantic.	
„	Llanfarian, Card. 1881	[-1857]
A94	Mailboat, Atlantic.	
„	Penarth, <sup>3</sup> Glam. 1881	[P.P. 1838]
A95	Mailboat, Atlantic.	
„	Newport, Yks. 1881	[P.P. 1838]
A96	Mailboat, Atlantic.	
„	North Cave, Yks. 1881	[P.P. 1838]
A97	Mailboat, Atlantic.	
„	South Cave, <sup>4</sup> Yks. 1881	
A98	Mailboat, Atlantic.	
„	South Bank, Yks. 1881	[-1857]
A99	Mailboat, Alexandria line.	
„	? <i>Sydney</i> , <sup>5</sup> <i>N.S.W.</i> 1874.	
„	Chwilog, Carn. 1881.	
B01	<i>Alexandria, Egypt.</i>	
B02	<i>Suez, Egypt.</i>	
B03	Mailboat, Mediterranean.	
„	Northfleet, Kent, 1880	[P.P. 1835 : -1857]
„	-1906.	
B04	Par Station, Corn.	[-1857]
B05	Scorrier, „	[-1838]
B06	Hatt, „	[ „ ]
B07	St. Issey, „	[ „ ]
B08	St. Mellion, „	[ „ ]
B09	Washaway, „	[ „ ]
B10	Perranarworthal, Corn.	[ „ ]
B11	Devoran, Corn.	[ „ ]
B12	'Delta', P. & O. steamer. <sup>6</sup>	
„	Bickley Station*, Kent, 1879	[-1857]

<sup>1</sup> Aftds. Pontyclun.<sup>2</sup> A91 to A98 were 'handed to Mr. Casson for marine postal service Atlanticline' 14 June, 1859, but probably the first two were not used thus. A91 continued to be used in the Virgin Islands down to 1900.<sup>3</sup> See note to D94, *post*.<sup>4</sup> Form. 515.<sup>5</sup> Thus the 1874 list, but this use is quite unknown.<sup>6</sup> See App. II, *Delta*.

B13	Kingsland, Herefs.	[—1838]
B14	Staunton-on-Arrow, Herefs.	[ „ ]
B15	Titley, Herefs.	[—1857]
B16	‘China’, P. & O. steamer.	
„	Plymouth & Bristol S.C. 1879.	
„	—1906.	
B17	‘North American’, Allan line steamer.	
„	Bronwydd Arms, Carm. 1879	[—1857]
B18	‘North Briton’, Allan line steamer.	
„	Mardy, Glam. 1879	[—1838]
B19	Wolverton, Bucks.	[ „ ]
B20	Nailsea, Som.	[P.P. 1835]
B21	Yatton, „	[P.P. 1838]
B22	Congresbury, Som.	[ „ ]
B23	Wrington, Som.	[P.P. 1835]
B24	Langford, Som.	[ „ ]
B25	Burrington, Som.	[P.P. 1838]
B26	Blagdon, Som.	[ „ ]
B27	<sup>1</sup> ‘Hungarian’, Allan line steamer.	
„	<i>Quittah, Gold Coast</i> , 1879.	
B28	<sup>2</sup> ? ‘Hungarian’, Allan line steamer.	
„	Moreton Hampstead, Devon, 1879	[P.P. 1838]
B29	‘Anglo Saxon’, Allan line steamer.	
„	Chagford, Devon, 1879	[P.P. 1835]
„	Nos. B30 to B45 were allotted during 1860.	
B30	Mailboat, Allan line.	
„	Petersham, <sup>3</sup> Surrey, 1880.	
„	—1906.	
B31	<i>Sierra Leone</i> . <sup>4</sup>	
B32	<i>Buenos Ayres, Argentine Repub.</i> [till April, 1878]	
B33	Grampound Road, Corn.	[—1857]
B34	N.W.R.T.P.O. Irish mail. <sup>5</sup>	
„	Euston Station, Irish mail. <sup>6</sup>	
„	—1906.	
B35	Shrivenham, Berks.	[P.P. 1835]
B36	Stratton St. Margaret, Wilts.	[—1838]
„	Llanwrda, Carm. 1879	[—1857]
B37	Longcot, Berks.	[P.P. 1838]
B38	Pinner, Middx.	[ „ ]
B39	Harpton*, Radnors.	[—1857]
„	Herne Bay, Kent, 1880	[P.P. 1835 : —1857]
B40	Hundred House, Radnors.	[—1838]
B41	Nantmel, „	[P.P. 1838]
B42	Walton, „	[—1838]
„	Whitstable, Kent, 1880	[P.P. 1835 : —1857]
B43	Washington Station, Durham	[—1857]
B44	<sup>7</sup> Flax Bourton, Som.	[P.P. 1838]
B45	West Town, Bristol, Som.	[—1838]
„	Nos. B46 to B59 were allotted during 1861.	
B46	Rhuddlan, <sup>8</sup> Flints.	[—1838]

<sup>1</sup> B27 was ‘handed to Mr. Carson for use on the *Hungarian*, Canadian mail packet’, 19 Dec. 1859.

<sup>2</sup> B28 was ‘handed to Mr. Mounsey’ for the same purpose, 26 Dec. 1859. Probably used on another boat.

<sup>3</sup> Form. 32B, L.

<sup>4</sup> Capital, *Freetown*.

<sup>5</sup> See K48.

<sup>6</sup> See 964.

<sup>7</sup> Obliterators numbered B44 to B48 were used in Mauritius in the ‘80s and ‘90s. They were of local manufacture, and evidently not authorized by the G.P.O.

<sup>8</sup> Aftds. J04.



B47.	Llandudno, Carn.	[ -1838]
B48	Trefriw, „	[ „ ]
B49	Amlwch, Anglesey	[P.P. 1835]
B50	Llangefni, „	[ „ ]
B51	Menai Bridge, Carn.	[ -1838]
B52	Hatch End, Middx.	[ -1857]
B53	<i>Mauritius</i> . <sup>1</sup>	
B54	Cramlington, Northd.	[ -1838]
B55	Beal, „	[ „ ]
B56	‘ Mooltan ’, P. & O. steamer.	
„	Troedrhiw, Glam. 1880	[ -1838]
B57	‘ Sultan ’, P. & O. steamer.	
„	Bagshot, <sup>2</sup> Surrey, 1880.	
B58	Bucknell, Salop.	[ -1838]
B59	Shap, Westmd.	[ „ ]
	Nos. B60 to B69 were allotted during 1862.	
B60.	Bournemouth, Hants.	[ -1838]
B61	‘ China ’, Cunard line steamer.	
„	Gowerton, Glam. 1880	[ -1857]
B62	<i>Hong Kong</i> <sup>3</sup>	[p.o. estab. 1842]
B63	Blaydon*, <sup>4</sup> Northd.	[ -1838]
B64	<i>Seychelles</i> } Islands in	
B65	<i>Rodrigues</i> } Indian Ocean.	
B66. <sup>5</sup>	Briton Ferry, Glam.	[ -1838]
B67.	Winsford, <sup>6</sup> Chesh.	
B68	Lympstone, Devon	[P.P. 1835]
B69.	Paignton, „	[ „ ]
	Nos. B70 to B98 were allotted during 1863.	
B70	Dalton-in-Furness, Lancs.	[P.P. 1835]
B71.	Barrow-in-Furness, „	[ -1838]
B72	Malvern Wells, Worc.	[P.P. 1833]
„	-1906.	
B73	Wylam, Northd.	[ -1838]
B74.	Blyth, „	[P.P. 1834]
B75	Bedlington, „	[ „ ]
B76	Cowpen, „	[ -1838]
„	Emma Colliery, Northd.	[ -1857]
B77	Cowpen Lane*, „	[ „ ]
„	Bebside, Northd. 1892	[ „ ]
B78	Nedderton, Northd.	[ -1838]
B79	Boscastle, Corn.	[ „ ]
B80	Blackawton, Devon	[ „ ]
B81 <sup>7</sup>	Harberton, „	[P.P. 1835]
B82	Harbertonford, „	[ „ ]
B83	Halwell, „	[ „ ]
B84	Mounts*, „	[ „ ]
B85	Malvern Link, Worc.	[ -1838]
B86	Matlock Bridge*, Derbys.	[ -1857]
„	-1906.	
B87	Weybridge Station,* Surrey	[ -1857]

<sup>1</sup> Capital, *Port Louis*.<sup>2</sup> Form. 40.<sup>3</sup> Also 62B (sent Dec. 1864).<sup>4</sup> Aftds. Blaydon-on-Tyne.<sup>5</sup> Also used in error at Kibworth Harcourt. See 797.<sup>6</sup> Form. 526.<sup>7</sup> The use of B81 to B84 was rather confused, as envelopes are known which do not agree with the lists. Halwell is known to have used B84; and Harberton B83 as well as B81.

B87.	Weybridge, Surrey, 1890	[5C. 1835]	
B88	Sandown, I. of Wight	[P.P. 1836]	
B89.	Shanklin, „	[P.P. 1838]	
B90	Starcross, Devon	[P.P. 1835]	
B91.	Saltash, Corn.	[ „ ]	
B92.	Rainhill, Lancs.	[ -1838]	
B93	Lelant, Corn.	[ „ ]	
B94.	Saltburn-by-the-sea, Yks.	[ -1857]	
B95	Horrabridge, Devon	[P.P. 1835]	
B96	Jump*, <sup>1</sup> „	[P.P. 1834]	<sup>1</sup> Aftds. Roborough.
B97	Knockersknowle*, Devon	[P.P. 1835]	
„ .	Skegness, Lincs. 1880	[ -1838]	
B98	Prince Town, Devon	[ „ ]	
Nos. B99 to C31 were allotted during 1864.			
B99	Abermule, Mont.	[ -1838]	
C01	Berriew, „	[P.P. 1833]	
C02	Borth, Card.	[ -1838]	
C03	Bow-Street, Card.	[ „ ]	
C04	Caersws, Mont.	[ „ ]	
C05	Carno, „	[ „ ]	
C06	Commings Coch, Mont.	[ -1857]	
C07.	Chirbury, <sup>2</sup> Salop.	[ -1838]	<sup>2</sup> Form. 855.
C08	Churchstoke, <sup>3</sup> Salop.	[ „ ]	<sup>3</sup> Form. 856.
C09	Cemmaes, Mont.	[ „ ]	
C10.	Garthmyl, „	[ „ ]	
C11	Glandovey*, <sup>4</sup> Card.	[ -1857]	<sup>4</sup> Aftds. Glandyfi.
C12	Llanbrynmair, Mont.	[P.P. 1835]	
C13	Llandinam, „	[ -1838]	
C14	Taliesin, Card.	[ „ ]	
C15	Pateley Bridge, Yks.	[P.P. 1833]	
C16	Chorley, Chesh.	[ -1838]	
„	East Cowes, I. of Wight, 1880	[ „ ]	
C17.	Brighthouse, Yks.	[P.P. 1834]	
C18	Bilton, Warwks.	[ -1838]	
C19	Holmfirth, Yks.	[P.P. 1835]	
C20	Great Haywood, <sup>5</sup> Staffs.		<sup>5</sup> Form. 661.
C21	St. Columb Minor, Corn.	[ -1857]	
C22.	Newquay, Corn.	[P.P. 1837]	
C23	Tywyn, <sup>6</sup> Carn.	[ -1838]	<sup>6</sup> Aftds. J30.
C24	Plymouth & Exeter N.M. Tender, 1880.		
„	-1906.		
C25.	Mostyn Quay*, <sup>7</sup> Flints.	[ -1838]	<sup>7</sup> Aftds. Mostyn.
C26.	Darwen, Lancs.	[P.P. 1825, 1839]	
C27.	Cleckheaton, Yks.	[P.P. 1829, 1839]	
C28	<i>Monte Video, Uruguay</i>	[till 1880]	
C29.	Jarrow, Durham	[P.P. 1834]	
C30	<i>Valparaiso, Chili</i>	[till 1881]	
C31	Castleford, Yks.	[ -1838]	
Nos. C32 to C68 were allotted during 1865.			
C32	Aberdovey, Merio.	[P.P. 1836]	

C33	Towyn, Merio.	[P.P. 1836]
C34	Pennal, „	[—1838]
C35	<i>Panama, Columbia</i>	[till 1881]
C36	<i>Arica, Peru</i>	[till 1879]
C37	<i>Caldera, Chili</i>	[till 1881]
C38	<i>Callao, Peru</i>	[till 1879]
C39	<i>Cobija, Bolivia</i>	[ „ ]
C40	<i>Coquimbo, Chili</i>	[till 1881]
C41	<i>Guayagwil, Ecuador</i>	[till 1880]
C42	<i>Islay, Peru</i>	[till 1879]
C43	<i>Payta, or Paita, Peru</i>	[ „ ]
C44	Fishguard, Pem.	[P.P. 1835]
C45	Mossley, Lanes.	[—1838]
C46	Hoyland, Yks.	[ „ ]
„	Everthorpe, Yks. 1880	[—1857]
C47	Mirfield, Yks.	[—1838]
C48	Chipping Sodbury, <sup>1</sup> Glos.	
C49	Stretford, Lanes.	[P.P. 1835]
C50	Ashton-on-Mersey, <sup>2</sup> Chesh.	[P.P. 1835]
„	Sale, Chesh. 1871	[—1857]
C51	<i>St. Thomas, Danish W.I.</i>	[till 1877]
C52	Godshill, I. of Wight	[—1838]
C53	Rookley, „	[ „ ]
C54	Brading „	[P.P. 1834]
C55	Wootton Bridge, I. of Wight	[P.P. 1837]
C56	<i>Carthagena,<sup>3</sup> Columbia</i>	[till 1881]
C57	<i>Greytown, Nicaragua</i>	[till 1882]
C58	<i>Havana, Cuba</i>	[till 1877]
C59	<i>Jacmel, Haiti</i>	[till 1881]
C60	<i>La Guayra, Venezuela</i>	[till 1880]
C61	<i>Porto Rico,<sup>4</sup> W. Indies</i>	[till 1877]
C62	<i>Santa Martha, Columbia</i>	[till 1881]
C63	<i>Tampico, Mexico</i>	[till 1879]
„	Heywood, <sup>5</sup> Lanes. 1885.	
C64	<i>Vera Cruz, Mexico</i>	[till 1879]
C65. <sup>6</sup>	Heywood, <sup>7</sup> Lanes.	[P.P. 1835]
C66	Woking Station*, Surrey	[—1857]
„	Woking, Surrey, 1898	[P.P. 1835]
C67	Droylsden, Lanes.	[—1838]
C68	London & Dover T.P.O.	[1860]
Nos. C69 to C90 were allotted during 1866.		
C69.	Newton-le-Willows, Lanes.	[P.P. 1835]
C70	Cosham, Hants.	[P.P. 1826]
C71	Willington, Durham	[P.P. 1837]
C72	Cheetham Hill, Lanes.	[P.P. 1834]
C73	Eccles, „	[P.P. 1835]
C74	Middleton, „	[P.P. 1835]
C75	Newchurch, „	[ „ ]
C76	Prestwich, „	[—1838]
C77	Radcliffe, „	[P.P. 1823]

<sup>1</sup> Form, 193.<sup>2</sup> Form. Ashton.<sup>3</sup> Also C65 in error 1866.<sup>4</sup> Capital, *San Juan*.<sup>5</sup> Form. C65.<sup>6</sup> See note to C56, *ante*.<sup>7</sup> Aftds. C63.



C78	Wilmslow, Chesh.	[P.P. 1835]
C79	'Avoca', P. & O. steamer.	
	„ Purley, Surrey, 1880	[—1857]
C80	Helperby, Yks.	[—1838]
C81	<i>Bahia, Brazil</i>	[till 1877]
C82	<i>Pernambuco, Brazil</i>	[ „ ]
C83	<i>Rio de Janeiro, Brazil</i>	[ „ ]
C84	Aberayron, <sup>1</sup> Card.	
C85	Enfield, <sup>2</sup> Middx.	
C86	<i>Porto Plata, Dominican Repub.</i>	[till 1880]
C87	<i>St. Domingo, Dominican Repub.</i>	[ „ ]
C88	<i>St. Jago de Cuba, Cuba</i>	[till 1877]
C89	Dudley, Northd.	[—1857]
C90	Burgess Hill, Suss.	[ „ ]

Nos. C91 to D17 were allotted during 1867.

C91	Harrow, <sup>3</sup> Middx.	[—1838]
	„ West Malling, Kent, 1880	[S.O. 1838]
C92 <sup>4</sup>	Neyland, Pem.	[—1857]
	„ also Nayland, Suffk.	[P.P. 1835]
C93	Twickenham, <sup>5</sup> Middx.	
C94	Teddington, <sup>6</sup> „	
C95	Hampton, <sup>7</sup> „	
C96	Sunbury, <sup>8</sup> „	
C97	Elstree, <sup>9</sup> Herts.	
C98	Newhaven, <sup>10</sup> Suss.	
C99	Broughton-in-Furness, Lancs.	[P.P. <sup>11</sup> 1835]
D01	Holborn Hill*, Cumb.	[—1857]
	„ Millom, Cumb. 1881	[ „ ]
D02	Grange*, <sup>12</sup> Lancs.	[—1838]
D03	Seaford, <sup>13</sup> Suss.	
D04	Dowlais, <sup>14</sup> Lancs.	
D05	Chislehurst, <sup>15</sup> Kent.	
	„ also Chislehurst Station office,* 1896.	
D06	Erwood, Brecons.	[—1838]
D07	Llanuwchllyn, <sup>16</sup> Merio.	[ „ ]
	„ Yalding, Kent, 1880	[5C. 1835 : —1857]
D08	Llyswen, Brecons.	[—1838]
D09	Rhydymaen, Merio.	[—1857]
D10	Gretna, Dumfriessh.	[P.P. 1823]
D11	Framlingham, Suffk.	[S.O. 1754 : P.P. 1835]
D12	Burgh, Lincs.	[P.P. 1835]
D13	Beckenham, <sup>17</sup> Kent.	
D14	<i>Singapore, Malay Peninsula.</i>	
D15	Aldeburgh, <sup>18</sup> Suffk.	
D16	Leiston, Suffk.	[—1838]
D17	<i>Penang, Malay Peninsula.</i>	

Nos. D18 to E25 were allotted during 1868. It has not been possible to discover what became of D27 to D56 and D60 to D65. The author considers it

<sup>1</sup> Form. 435.

<sup>2</sup> Form. 11, L.

<sup>3</sup> Aftds. D75.

<sup>4</sup> Used at both places concurrently.

<sup>5</sup> Form. 35, L.

<sup>6</sup> Form. 33B, L.

<sup>7</sup> Form. 36, L.

<sup>8</sup> Form. 47B, L.

<sup>9</sup> Form. 63, L.

<sup>10</sup> Form. 452.

<sup>11</sup> Broughton.

<sup>12</sup> Aftds. Grange-over-Sands.

<sup>13</sup> Form. 453.

<sup>14</sup> Form. 982.

<sup>15</sup> Form. 201, and 13B, L.

<sup>16</sup> Aftds. J38.

<sup>17</sup> Form. 26, L.

<sup>18</sup> Form. 691.

highly probable that they were assigned to travelling post offices.

D18	Newbridge-on-Wye, Radnors.	[—1857]	
D19	Burnopfield, <sup>1</sup> Durham	[—1838]	<sup>1</sup> Aftds. J35.
„	Bowers Gifford, Essex, 1881	[ „ ]	
D20	Blackhill, Durham	[ „ ]	
D21.	Richmond, <sup>2</sup> Surrey.		<sup>2</sup> Form. 34, L.
D22	<i>Ciudad Bolivar, Venezuela</i>	[till 1880]	
D23.	Sutton, <sup>3</sup> Surrey.		Form. 43 and 57, L.
D24	Mitcham, <sup>4</sup> Surrey.		<sup>4</sup> Form. 29, L.
D25.	Llandyssil, Card.	[P.P. 1833]	
„	also Llandyssil Sorting Tender.		
D26	<i>Spanish Mail Packet, St. Thomas.</i>		
D27			
„ <sup>5</sup>	<i>Amoy, China, 1876.</i>		<sup>5</sup> This batch of four obliterators were sent to Hong Kong in June, 1876. They were of the 1844 shape. Those of the earlier allotments are tall, narrow ones, with four bars above and below the numbers. Most of the Nos. D27-D56 are known in this type, but none in duplex form.
D28			
„ <sup>5</sup>	<i>Kiung Chow, China, 1876.</i>		
D29			
„ <sup>5</sup>	<i>Hang Kow, China, 1876.</i>		
D30			
„ <sup>5</sup>	<i>Hiogo, Japan, 1876</i>	[withdrawn 1879 or 1880]	
D31			
„	Pool*, Corn. 1882	[P.P. 1838]	
„	Carn Brea, Corn. 1892	[—1857]	
D32			
„	Llanfihangel-ar-arth, Carm. 1882	[—1857]	
D33	? London and Brighton S. C. <sup>6</sup>		<sup>6</sup> There is an envelope in Mr. J. H. Daniels' collection which suggests this allocation. If it is any T.P.O., it is this one.
„	Newport, Essex, 1882	[P.P. 1824, 1839]	
D34			
„	Waterfoot, Lancs. 1882	[—1838]	
D35			
„	Talybont, Card. 1882	[—1838]	
D36			
„	Hopkinstown, Glam. 1881	[—1857]	
D37			
„	Coggeshall, Essex, 1881	[S.O. 1754 : P.P. 1835]	
D38			
„	Earls Colne, Essex, 1881	[P.P. 1835]	
D39			
„	Bourton-on-the-water, <sup>7</sup> Glos. 1881	[P.P. 1835]	<sup>7</sup> Form. Bourton.
D40			
„	Dafen, Glam. 1880	[—1857]	
D41			
„	Padiham, Lancs. 1880	[P.P. 1838]	
D42			
„	Blaenllecha, <sup>8</sup> Glam. 1880.		<sup>8</sup> Form. 993.
D43			
„	Llanarth, Card. 1880	[—1838]	
D44			
„	Potters Bar, Middx. 1880	[P.P. 1838]	

D45		
„	Baydon, Wilts. 1880	[—1838]
D46		
„	Cockfield, Durham, 1880	[—1838]
D47		
„	<i>Polymedia, Cyprus</i> , 1880.	
D48		
„	<i>Headquarters Camp, Cyprus</i> , 1881.	
D49		
„	Treharris, Glam. 1881	[—1857]
D50		
„	Wroxall, I. of Wight, 1881	[—1857]
D51		
„	Peel, I. of Man, 1881	[—1838]
D52		
„	Figure Four*, Card. 1881	[—1857]
„	—1906.	
D53		
„	Llanilar, Card. 1881	[—1838]
D54		
„	Crosswood, Card. 1881	[—1838]
D55		
„	Clydach Vale, Glam. 1881	[—1857]
„	—1906.	
D56		
„	Olney, Bucks. 1880	[5C. 1810]
D57	Bute Docks, <sup>1</sup> Cardiff, Glam.	[—1857]
„	—1906.	
D58	Harrington, Cumb.	[P.P. 1831]
D59	Marske-by-the-sea, <sup>2</sup> Yks.	[ „ ]
D60		
„	Valley, Anglesey, 1880	[—1857]
D61		
„	Barrasford, Northd. 1880	[—1857]
D62		
„	Southwick, Suss. 1880	[P.P. 1834]
D63		
„	Nawton, Yks. 1880	[—1838]
D64		
„	Kirby Moorside, <sup>3</sup> Yks. 1880.	
D65		
„	Helmsley, <sup>4</sup> Yks. 1880.	
„	Yoxford, <sup>5</sup> Suffk. 1901.	
D66.	Gillingham, Dorset	[P.P. 1825]
D67 }	Dublin & Cork Ry. P.O. <sup>6</sup>	[1 Jan. 1855]
D68 }		
D69	Castle Eden Colliery*, Durham	[—1838]
D70	Castle Eden Station*, Durham	[— „ ]
D71	Wingate, Durham	[ „ ]
D72	Coxhoe, „	[ „ ]

<sup>1</sup> Also used 162.<sup>2</sup> Form. Marske.<sup>3</sup> Form. 935.<sup>4</sup> Form. 934.<sup>5</sup> Form. 692 and D95 (probably D65 was an error).<sup>6</sup> Thus the 1874 list; the marks have not been seen.



D73	Trimdon Grange, Durham	[—1838]	
D74	<i>Pisco and Chinca Islands, Peru</i>	[till 1879]	
D75.	Harrow, <sup>1</sup> Middx.		<sup>1</sup> Form. C91.
D76	Buckhurst Hill, Essex	[—1857]	
D77	Loughton, <sup>2</sup> Essex.		<sup>2</sup> Form. 7B, L.
D78	Brancepeth, Durham	[—1838]	
D79	Sandy, <sup>3</sup> Beds.	[ „ ]	<sup>3</sup> Aftds. F79.
„	Twyford, Berks. 1880	[P.P. 1835]	
D80	Potton, Beds.	[P.T. 1754 : P.P. 1835]	
D81	Bures, <sup>4</sup> Essex	[P.P. 1837]	<sup>4</sup> Aftds. H29.
D82	Llwyngwrl, Merio.	[—1857]	
D83	Blaina, Mon.	[ „ ]	
D84	Beaufort, Mon.	[—1838]	
D85	Ebbw Vale, Mon.	[ „ ]	
D86	Nantyglo, „	[ „ ]	
D87	<i>Iquique, Peru</i> <sup>5</sup>	[till 1881]	<sup>5</sup> Now Chili.
D88	Linton, <sup>6</sup> Cambs.		<sup>6</sup> Form. 461.
D89	Haverhill, <sup>7</sup> Suffk.		<sup>7</sup> Form. 335.
D90	Long Melford, Suffk.	[P.P. 1835]	
D91	Lavenham, Suffk.	[S.O. 1754 : P.P. 1835]	
D92	Clare, <sup>8</sup> Suffk.		<sup>8</sup> Form. 206.
D93	Shefford, Beds.	[P.P. 1835]	
D94 <sup>9</sup>	Woodford Bridge, Essex	[—1857]	<sup>9</sup> Duplex marks of Cogan Pill, Penarth, and Penarth Docks, Penarth, with D94 were sent out in March, 1887; by mistake for A94.
D95	Yoxford, Suffk. <sup>10</sup>		<sup>10</sup> Form. 692; aftds. D65.
D96	West Drayton, Middx.	[P.P. 1838]	
D97	Carshalton, <sup>11</sup> Surrey.		<sup>11</sup> Form. 30, L.
D98	Pentre, Glam.	[—1857]	<sup>12</sup> Aftds. used 985.
D99	Hakin, Pem.	[ „ ]	
E01	Brimscombe, Glos.	[—1838]	
E02	Mill Street*, <sup>12</sup> Aberdare, Glam.	[ „ ]	
„	—1906.		
E03	Letterston, Pem.	[—1838]	
E04	Dinas Cross, „	[ „ ]	
E05	Solva, „	[5C. 1836]	
E06	<i>Newmarket, Jamaica.</i>		
E07	Newport, Pem.	[P.P. 1835]	
E08	St. Davids, „	[S.O. 1754 : 5C. 1836]	
E09	Tangiers, „	[—1838]	
E10	Treffgarne, „	[ „ ]	
E11	Wolfs Castle, Pem.	[ „ ]	
E12	Dwrbach, „	[—1857]	
E13	Camrose, „	[—1838]	
E14	Roch, „	[ „ ]	
E15	Penycwm, „	[ „ ]	
E16	Altywalis*, Carm.	[—1857]	
„	—1906.		
E17	New Inn*, Carm.	[—1838]	
„	—1906.		
E18	Llanybyther, Carm.	[—1838]	
E19	Llanwnen, Card.	[ „ ]	

E20	Talsarn, Card.	[ -1857]	
E21	Ciliau Aeron, Card.	[ „ ]	
E22	Aberarth, „	[ „ ]	
E23	Llanon, „	[ -1838]	
E24	Llanrhystyd, „	[ „ ]	
E25	Brimfield, Herefs.	[ „ ]	
Nos. E26 to E84 were allotted during 1869.			
E26	Cenarth, <sup>1</sup> Carm.	[ -1838]	<sup>1</sup> Aftds. H01.
„	—1906.		
E27	Llechryd, Card.	[ -1838]	
E28	Cwmaman, Glam.	[ „ ]	
E29	South Benfleet, Essex	[ -1857]	
E30	<i>Lacovia</i> , <sup>2</sup> <i>Jamaica</i> .		<sup>2</sup> A64 may have been used here previously.
E31	Little Haywood, Staffs.	[ -1857]	
E32	Pontlottyn, Glam.	[ „ ]	
E33.	New Barnet, Herts.	[ „ ]	
E34	Landore, Glam.	[ -1838]	
E35	Norriston, „	[ „ ]	
E36	Clydach, „	[ „ ]	
E37	Pontardine*, Glam.	[ -1857]	
E38	Ystalyfera, „	[ -1838]	
E39	Ystradgynlais, Glam.	[ „ ]	
E40	Abergwili, Carm.	[ „ ]	
E41	Llanarthney, Carm.	[ „ ]	
E42	Nantgaredig, Carm.	[ -1857]	
E43	Glanbrydan*, <sup>3</sup> Carm.	[ „ ]	<sup>3</sup> Aftds. Manordilo.
„	—1906.		
E44	Golden Grove, Carm.	[ -1857]	
E45	Fulbourn, Cambs.	[ -1838]	
E46	Sketty, Glam.	[ „ ]	
E47	Parkmill, Glam.	[ „ ]	
E48	Penclawdd, Glam.	[ „ ]	
E49	Reynoldstone, <sup>4</sup> Glam.	[ „ ]	<sup>4</sup> Form. 765.
E50	Ynysmudw, <sup>5</sup> Glam.	[ -1857]	<sup>5</sup> Aftds. H07.
„	—1906.		
E51	Cwmbwrla, Glam.	[ -1838]	
„	Greenhill, Glam. 1880	[ -1857]	
„	—1906.		
E52	Henfield, Suss.	[P.P. 1835]	
E53	<i>Port au Prince, Haiti</i>	[till 1881]	
E54	Cross Inn, Llanelly*, Carm.	[ -1838]	
„ .	Ammanford, Carm. 1880	[ -1857]	
E55	Cwmamman*, <sup>6</sup> Carm.	[ -1838]	<sup>6</sup> Aftds. Garnant.
E56	Llandebie, <sup>7</sup> Carm.	[ -1857]	<sup>7</sup> Aftds. H72.
E57	Brynamman*, <sup>8</sup> Carm.	[ „ ]	<sup>8</sup> Aftds. Upper Brynamman, J06.
„	Haughley, Suffk. 1880	[ -1838]	
E58	<i>Jamaica</i> . <sup>9</sup>		<sup>9</sup> Thus in lists. Possibly <i>Little River</i> (form. A50).
E59	Llanpumpsaint, Carm.	[ -1857]	
E60	Llangunllo, Radnors.	[ „ ]	
E61	Dolau, „	[ „ ]	

E62	Llandrindod*, <sup>1</sup> Radnors.	[ -1857]
E63	Llangammarch*, <sup>2</sup> Brecons.	[ -1838]
E64	Beulah, „	[ -1857]
E65	Llanwrtyd*, <sup>3</sup> „	[ -1838]
E66	Hovingham, Yks.	[ „ ]
E67	Slingsby, „	[ „ ]
E68	New Quay, Card.	[ „ ]
E69	Winforton, Herefs.	[ -1857]
E70	Whitney, „	[ -1838]
E71	Clifford, „	[ „ ]
E72	Talgarth, Brecons.	[ „ ]
E73.	Carnforth, Lancs.	[ „ ]
E74	Penmaenmawr, Carn.	[ „ ]
E75	Leamside, Durham	[ -1857]
E76	Didcot, Berks.	[ -1838]
E77	Ferryside, Carm.	[P.P. 1838]
E78	Chigwell Road, Essex	[ -1857]
E79	Burwash, Suss.	[P.P. 1835]
E80	Mortimer, Berks.	[ -1838]
E81	Etchingham, Suss.	[ „ ]
E82	Norham, Northd.	[P.P. 1834]
E83	Caterham Valley, Surrey	[ -1857]
E84	Garth, Brecons.	[ -1838]
Nos. E85 to F13 were allotted during 1870.		
E85	Begelly, Pem.	[ -1838]
E86.	Saundersfoot, Pem.	[ „ ]
E87	Crook, Durham	[ „ ]
E88	<i>Colon, Columbia</i>	[till 1881]
E89	Tyne Dock, South Shields, Durham	[ -1857]
„	-1906.	
E90	Pencader, Carm.	[ -1857]
E91	Conwyl Elfed, Carm.	[ -1838]
„	-1906.	
E92	Burry Port, Carm.	[ -1857]
E93.	Horley, Surrey	[ -1838]
E94	Gloucester Station <sup>4</sup>	[ -1857]
„	-1906	
E95.	Brentford, <sup>5</sup> Middx.	
E96	Pontrilas, Herefs.	[ -1838]
E97.	Isleworth, <sup>6</sup> Middx.	
E98	Aberavon, <sup>7</sup> Glam.	[S.O. 1754, 1838]
„	-1906	
E99	Cwmavon, Glam.	[ -1838]
F01.	Haywards Heath, Suss.	[ „ ]
„	<i>also</i> Cuckfield, <sup>8</sup> Suss.	
F02	Bethania, Card.	[ -1857]
F03	Bagillt, Flints.	[ -1838]
F04	Four Crosses, Merio.	[ „ ]
„	Blaenau Festiniog, Merio. 1882	[ -1857]
F05	Rhiwbryfdir, Merio.	[ -1838]

<sup>1</sup> Aftds. Llandrindod Wells.<sup>2</sup> Aftds. Llangammarch Wells.<sup>3</sup> Aftds. Llanwrtyd Wells.<sup>4</sup> Also used 312.<sup>5</sup> Form. 41, L.<sup>6</sup> Form. 56, L.<sup>7</sup> Also 773.<sup>8</sup> Form. 232.



F06	Tanygrissiau, Merio.	[ -1838]	
F07.	Ilford, <sup>1</sup> Essex	[ „ ]	<sup>1</sup> Form. 17, L.
F08.	Barking, <sup>2</sup> Essex	[ „ ]	<sup>2</sup> Form. 45B, L.
F09	Holmrook, Cumb.	[ „ ]	
F10	Chadwell*, <sup>3</sup> Essex	[ „ ]	<sup>3</sup> Form. 10B, L. Aftds. Chadwell Heath.
„	-1906.		
F11	Ramsbottom, Lancs.	[P.P. 1835]	
F12.	Batley, Yks.	[ -1838]	
F13	Wotton*, Dorking, Surrey	[ -1857]	
„	-1906.		
Nos. F14 to F58 were allotted during 1871.			
F14	Askrigg, Yks.	[P.P. 1835]	
F15	Parkend, Glos.	[ -1838]	
F16	Falfield, „	[ -1857]	
F17	Alveston, „	[ -1838]	
F18	Rudgeway, „	[P.P. 1835]	
F19	Almondsbury, Glos.	[ „ ]	
F20	Woodford Green, <sup>4</sup> Essex.		<sup>4</sup> Form. 53, L.
F21	Ermington, <sup>5</sup> Devon	[ -1857]	<sup>5</sup> P.O. form. at Erme- bridge*, 281.
F22	Whitecroft, Glos.	[ -1838]	
F23	Cainscross, Glos.	[ „ ]	
F24	Whitland, Carm.	[ „ ]	
F25	Llanfair-pwllgwyngyll, Anglesey	[ „ ]	
F26	Gaerwen, Anglesey	[ „ ]	
F27	Llanerchymedd, Anglesey	[P.P. 1835]	
F28	Rhosybol, „	[ -1838]	
F29	Nant Gate*, <sup>6</sup> „	[ -1857]	<sup>6</sup> P.O. aftds. at Aber- ffraw.
„	-1906.		
F30	Charlbury, Oxon.	[P.P. 1835]	
F31	Maesycrugiau, Carm.	[ -1857]	
F32	Bettwsycoed, Carn.	[ -1838]	
„	also Derry Ormond, Card.	[ -1857]	
F33	Ystrad Meurig, Card.	[ „ ]	
F34	Llanddewi Brefi, Card.	[ -1838]	
F35.	Tregaron, „	[ -1857]	
F36	Surbiton, Surrey	[ -1838]	
„	-1906.		
F37	Gensing Station Rd.*, St. Leonards, Suss.	[ -1838]	
„	Wrotham, Kent, 1882	[P.P. 1835]	
F38	Stanford-le-Hope, Essex	[ -1838]	
F39	Leigh*, <sup>7</sup> Essex	[P.P. 1835]	<sup>7</sup> Aftds. Leigh-on-Sea.
F40.	Grays, „	[ „ ]	
F41	Purfleet, „	[ „ ]	
F42	Rainham, „	[ „ ]	
F43.	Hyde, Chesh.	[P.P. 1833]	
F44	Denton, Lancs.	[ „ ]	
F45	Patricroft, Lancs.	[ -1838]	
F46	Shorncliffe Camp*, <sup>8</sup> Kent	[ -1857]	<sup>8</sup> Aftds. Shorncliffe.
„	-1906.		
F47	St. Mellons, Mon.	[ -1838]	

F48	Criccieth, Carn.	[—1838]	
F49	Dyffryn, Merio.	[ „ ]	
F50	Groeslon, Carn.	[—1857]	
F51	Harlech, Merio.	[P.P. 1834]	
F52	Llanbedr, „	[—1838]	
F53	Penygroes, Carn.	[ „ ]	
F54	Penryn Deudraeth, Merio.	[ „ ]	
F55	Talysarn, <sup>1</sup> Carn.	[—1857]	<sup>1</sup> Also H96.
F56	Alderley Edge, Lancs.	[ „ ]	
F57	Leyburn, Yks.	[P.P. 1835]	
F58.	Ponders End, <sup>2</sup> Middx.		<sup>2</sup> Form. 1B, L
Nos. F59 to F98 were allotted during 1872.			
F59	Talsarnau, Merio.	[—1838]	
F60	Llangranog, Card.	[ „ ]	
F61	Blaenyffos, Pem.	[—1857]	
F62	Kilgerran, Card.	[ „ ]	
F63	Boncath, „	[ „ ]	
F64	Llanymynech, Salop.	[P.P. 1835]	
F65.	Llanfyllin, Mont.	[ „ ]	
F66	Sutton Benger, <sup>3</sup> Wilts.		<sup>3</sup> Form. 045.
F67	Little Haven, Pem.	[—1838]	
F68	Rhyd Lewis, Card.	[ „ ]	
F69	<i>Savanilla, Columbia</i>	[till 1881]	
F70	Linton, Ross, Herefs.	[—1838]	
F71	St. Weonards, „	[ „ ]	
F72	Woodchester, Glos.	[ „ ]	
F73	Sladesbridge, Corn.	[—1857]	
F74	Walton-on-Naze, Essex	[—1838]	
F75	Cefn Coed, Glam.	[ „ ]	
F76	Weston-under-Penyard, Herefs.	[—1838]	
F77	Lintz Green*, Durham	[—1857]	
„	also Lintz Green Station.		
„	—1906.		
F78	Tebay, Westmd.	[—1857]	
F79.	Sandy, <sup>4</sup> Beds.		<sup>4</sup> Form. D79.
F80	<i>Little London, Jamaica.</i>		
F81	<i>Clark's Town, Jamaica.</i>		
F82	Warcop, Westmd.	[—1838]	
F83	<i>Arroyo, Porto Rico</i>	[till 1877]	
F84	<i>Aguadilla, Porto Rico</i>	[ „ ]	
F85	<i>Mayaguez, „</i>	[ „ ]	
F86	Skewen, Glam.	[—1857]	
F87	<i>Smyrna, Asia Minor</i>	[opened 1872]	
F88	<i>Ponce, Porto Rico</i>	[till 1877]	
F89	Six Mile Bottom, Cambs.	[—1857]	
F90	Sharpness Point*, <sup>5</sup> Glos.	[ „ ]	<sup>5</sup> Aftds. Sharpness.
F91	Northumberland Dock, North Shields	[—1857]	
F92	Llantrisant, Glam.	[P.P. 1835]	
F93	Paddock Wood, Kent	[—1857]	
F94	Ripley, Derby	[—1838]	

F95 *Watson's Hill, Jamaica.*

F96 *Shooter's Hill, „*

F97 *Copse\*, „*

F98 *Chester Castle, „*

Nos. F99 to G35 were allotted during 1873.

F99 Cap Coch\*, Glam. [—1857]

„ Abercwmboi, Glam. 1906 [ „ ]

G01 London & Exeter T.P.O.

„ —1906.

G02. Walton-on-Thames, Surrey [5C. 1838]

G03 Buckland, Berks. [—1838]

G04. Rothbury, Northd. [ „ ]

G05 Widnes,<sup>1</sup> Lancs.

G06 *Beyrout, Asia Minor* [opened 1873]

G07. Bacup, Lancs. [P.P. 1835]

G08 Highbridge, Som. [P.P. 1838]

G09 Stonehouse, Devon [—1838]

„ St. Mary Cray, Kent, 1882 [S.O. 1754 : 5C. 1835]

G10 Dale, Pem. [—1838]

G11 Llanio Road, Card. [—1857]

G12 Harewood End, Herefs. [P.P. 1838]

G13 *Halfway Tree, Jamaica.*

G14 *Hampden, „*

G15 *Priestman's River, „*

G16 *Blue Mountain Valley, Jamaica.*

Nos. G17 to G19 were used by the army for autumn manœuvres.

G17 Dartmoor F.P.O.

G18 „ R.S.T.

G19 Cannock Chase F.P.O.

G20 Much Marcle, Herefs. [—1838]

G21 Narberth Road\*,<sup>2</sup> Carm. [—1857]

„ —1906.

G22 Eltham,<sup>3</sup> Kent.

G23. Cleator, Cumb. [—1838]

G24 Cark-in-Cartmel, Lancs. [ „ ]

G25 Egremont, Cumb. [P.P. 1835]

G26 St. Bees, „ [—1838]

G27 Cleator Moor, „ [—1857]

G28 Garn Dolbenmaen, Carn. [ „ ]

G29 Eastwood, Notts. [—1838]

G30 Stantonbury,<sup>4</sup> Bucks. [—1857]

G31 Castle Donington, Leic. [P.P. 1838]

G32 Duffield, Derbys. [P.P. 1825, 1839]

G33 Kegworth, Leic. [—1838]

G34 Quakers Yard, Glam. [—1857]

G35 Lesbury, Northd. [—1838]

After arriving at G35, in April, 1873, the vacant numbers were filled up. G36 was not reached until April, 1882. In that year they went to G62.

<sup>1</sup> Widnes Dock\* in 1857.

<sup>2</sup> Aftds. Clynderwen.

<sup>3</sup> Form. 22, L.

<sup>4</sup> Aftds. H61.



G36	Bloxwich, Staffs.	[P.P. 1835]	
G37	Grosmont, Yks.	[—1838]	
G38	St. Peters, Kent	[P.P. 1835]	
„	—1906.		
G39	Rhoshill, Pem.	[—1857]	
G40	Rhostryfan, Carn.	[ „ ]	
G41	Fishponds, Glos.	[—1838]	
G42	Gorseinon, Glam.	[ „ ]	
G43	Blaenavon, Mon.	[ „ ]	
G44	Cookham, Berks.	[ „ ]	
G45	Bourne End, Bucks.	[ „ ]	
„	—1906.		
G46	Wooburn, Bucks.	[P.P. 1835]	
G47	Birchington, Kent	[—1838]	
G48	Westgate-on-Sea, Kent	[—1857]	
G49	Long Buckby, Nthants.	[—1838]	
G50	Dolwyddelan, Carn.	[—1857]	
G51.	Morecambe, Lancs.	[—1838]	
G52.	Beckermest, <sup>1</sup> Cumb.	[ „ ]	<sup>1</sup> Form. Beckermont.
G53	Frizington, „	[—1857]	
G54	Tilbury, <sup>2</sup> Essex	[—1838]	<sup>2</sup> Form. West Tilbury.
„	<i>also</i> Tilbury Docks.		
G55	Gorleston, Suffk.	[P.P. 1835]	
„	—1906.		
G56	Ton Pentre, Glam.	[—1857]	
„	—1906.		
G57	Hollinwood, Lancs.	[P.P. 1830]	
G58	Bootle, <sup>3</sup> Cumb.	[P.P. 1831]	<sup>3</sup> Aftds. K57.
„	—1906.		
G59	Ravenglass, <sup>4</sup> Cumb.		<sup>4</sup> Form. 642 ; aftds. K53.
„	—1906.		
G60	Hersham Road, <sup>5</sup> Surrey	[—1838]	<sup>5</sup> Hersham in 1857.
G61	Cottingham, Yks.	[—1838, but P.P. by 1840]	
G62	Haltwhistle, <sup>6</sup> Northd		<sup>6</sup> Form. 166.
Nos. G63 to H01 were allotted during 1883.			
G63	Snettisham, Norfk.	[S.O. 1754 : P.P. 1835]	
G64	Burnham Market, <sup>7</sup> Norfk.		<sup>7</sup> Form. Burnham, 489.
G65	Bankyfelin, Carm.	[—1857]	
G66	Upleatham, Yks.	[—1838]	
G67	Clarbeston Road, Pem.	[—1857]	
G68	Marden, Kent	[5C. 1835]	
G69	Roche, Corn.	[—1857]	
G70	Skelton*, <sup>8</sup> Yks.	[P.P. 1835]	<sup>8</sup> Aftds. Skelton-in-Cleveland.
G71	Cleobury Mortimer, Salop.	[ „ ]	
G72	Angmering, Suss.	[—1838]	
G73	Angmering Station, Suss.	[—1857]	
„	—1906.		
G74	New Hampton*, <sup>9</sup> Surrey	[—1857]	<sup>9</sup> Aftds. Hampton Hill.
G75.	Ascot, Berks.	[—1838]	
G76	Shillingstone, <sup>10</sup> Dorset.		<sup>10</sup> Form. 997.

G77	Heytesbury, <sup>1</sup> Wilts.		<sup>1</sup> Form. 361.
G78	Upper Edmonton, <sup>2</sup> Middx.	[—1857]	<sup>2</sup> Aftds. 83, L.
„	Westgate, Durham, 1899	[—1838]	
G79	Stalbridge, <sup>3</sup> Dorset.		<sup>3</sup> Form. 887.
G80	Lower Edmonton, <sup>4</sup> Middx.	[—1857]	<sup>4</sup> Aftds. 81, L.
„	Parton, Cumb. 1899	[—1838]	
G81	Llansaintffraid, Mont.	[P.P. 1835]	
„	—1906.		
G82	Ceinws, Mont.	[—1857]	
G83	Pandy, „	[ „ ]	
„	—1906.		
G84.	Cranbrook, <sup>5</sup> Kent		<sup>5</sup> Form. 226.
G85	Churston Ferrers, <sup>6</sup> Devon	[—1857]	<sup>6</sup> Also 985, in error.
G86	Eglwysbach, Denbighs.	[—1838]	
G87	Cemmaes Road, Mont.	[—1857]	
G88.	Lytham, Lanes.	[—1838]	
G89	Corris, Merio.	[—1857]	
G90	Tow Law, Durham	[—1838]	
G91	Wainfleet, Lincs.	[P.P. 1835]	
G92	Portfield Gate, Pem.	[—1857]	
G93	Orpington, Kent	[5C. 1835]	
G94.	Ebchester, Durham	[—1838]	
G95	Swalwell, „	[ „ ]	
G96	Whickham, „	[P.P. 1834]	
G97	Sarnau, Card.	[—1857]	
G98	Cross Inn, Card.	[ „ ]	
G99	Ffostrasol, Card.	[ „ ]	
H01	Cenarth, <sup>7</sup> Card.		<sup>7</sup> Form. E26.
	Nos. H02 to H35 were allotted during 1884.		
H02	Maesllyn, Card.	[—1857]	
H03	Tunstall, Suffk.	[—1838]	
H04	Orford, „	[P.P. 1835]	
H05	Dymock, Glos.	[—1838]	
H06	Freshwater*, I. of Wight	[ „ ]	
„	also Freshwater Station*, I. of Wight	[—1857]	
„	„ School Green, I. of Wight	[—1857]	
H07	South Tottenham, <sup>8</sup> Middx.	[ „ ]	<sup>8</sup> Aftds. 62, L.
„	Ynysmudw, <sup>9</sup> Glam. 1899	[ „ ]	<sup>9</sup> Form. E50.
H08	Stanley, Durham	[—1838]	
H09	Pevensy, Suss.	[S.O. 1754 : —1838, 1857]	
H10	Tram Inn*, Herefs.	[—1857]	
H11	Birch Grove, Glam.	[ „ ]	
H12	Caldecot, Rutld.	[ „ ]	
H13	Rockingham, <sup>10</sup> Nthants.		<sup>10</sup> Form. 652.
H14	Llanbadarn-Fawr, Card.	[—1838]	
H15	Wivenhoe, Essex	[P.P. 1835]	
H16	Brotton, Yks.	[—1857]	
H17	Carlin How, Yks.	[—1838]	
H18	Easington, „	[ „ ]	
H19.	Staithes, „	[ „ ]	

H20	Loftus, Yks.	[P.P. 1838]	
H21	Longfield, Kent	[P.P. 1838 : -1857]	
H22	Seaton, <sup>1</sup> Devon.		<sup>1</sup> Form. 37.
H23.	Hassocks, Suss.	[-1857]	
H24	Aberllechan*, Glam.	[ „ ]	
„	Wattstown, „	[ „ ]	
„	-1906.		
H25	Wheatley, <sup>2</sup> Oxon.		<sup>2</sup> Form. 874.
H26	Hinderwell, Yks.	[-1838]	
H27	Pensarn, Denbighs.	[ „ ]	
H28	Abinger Hammer, Surrey	[-1857]	
H29	Bures, <sup>3</sup> Essex		<sup>3</sup> Form. D81.
H30	Pocklington, <sup>4</sup> Yks.		<sup>4</sup> Form. 622.
H31	Waunllwyd, Mon.	[-1857]	
H32	Llansawel, Carm.	[ „ ]	
H33	Llandderfel, Merio.	[-1838]	
H34	Waterlooville, Hants.	[P.P. 1838]	
H35	Mersham, Kent	[-1838]	
Nos. H36 to H64 were allotted during 1885.			
H36	Lydd, Kent	[P.P. 1835]	
H37	Horley Station*, Surrey	[-1857]	
„	-1906.		
H38	Shoeburyness, Essex	[-1857]	
H39	Great Horkesley, Essex	[ „ ]	
H40	Llanwddyn, Mont.	[P.P. 1838]	
H41	Willesborough, Kent	[-1838]	
H42	Llantwit Vardre, Glam.	[-1857]	
H43	Coalville, Leic.	[-1838]	
H44	Whitefield, Lances.	[-1857]	
H45	Connah's Quay, Flints.	[ „ ]	
H46	Carlton Iron Works, Durham	[ „ ]	
H47	Sedgefield, Durham	[P.P. 1831]	
H48	West Cornforth, Durham	[-1857]	
H49	Wingate Station*, „	[ „ ]	
H50	Sidcup, Kent	[ „ ]	
H51	Heathfield, Suss.	[P.P. 1838]	
H52	Church, Lances.	[-1838]	
H53.	Nelson-in-Marsden*, <sup>5</sup> Lances.	[-1857]	<sup>5</sup> Aftds. Nelson.
H54	Heathfield Station*, Suss.	[ „ ]	
„	-1906.		
H55	Ingleton, Yks.	[-1838]	
H56	Greenfield, Flints.	[ „ ]	
H57	St. Dogmaels, Card.	[S.O. 1838]	
H58	Northiam, <sup>6</sup> Suss.		<sup>6</sup> Form. 430.
H59	Wittersham, Kent	[P.P. 1836]	
H60	Brandon Colliery, Durham	[-1857]	
H61	Stantonbury, <sup>7</sup> Bucks.		<sup>7</sup> Form. G30.
„	-1906.		
H62	Snaith, Yks.	[S.O. 1754, 1838]	
H63	Clivetown*, Glam.	[-1857]	



H64	Seaham Harbour, <sup>1</sup> Durham	[—1857]	<sup>1</sup> P.O. form. at Seaham*, 268.
	Nos. H65 to H88 were sent out during 1886.		
H65	Velindre, Carm.	[—1857]	
H66	Greatham, Durham	[—1838]	
H67	Seaton Carew, Durham	[—1857]	
H68	Purton, Wilts.	[—1838]	
H69	Stratton St. Margarets, Wilts.	[P.P. 1838]	
H70	Bramley, Yks.	[—1838]	
H71	Harrow Weald, Middx.	[—1857]	
H72	Llandebie, <sup>2</sup> Carm.	[ „ ]	<sup>2</sup> Form. E56.
H73	Wealdstone, Middx.	[ „ ]	
H74	Parkstone, Dorset	[P.P. 1834]	
H75	Hotham, Yks.	[—1838]	
H76	North Newbald*, <sup>3</sup> Yks.	[ „ ]	<sup>3</sup> Newbald in 1857.
H77	Adlingfleet, „	[ „ ]	
H78	Garthorpe, „	[—1857]	
H79	Ousefleet, „	[—1838]	
H80	Nunthorpe, „	[—1857]	
H81	Reedness, „	[ „ ]	
H82	Whitgift, „	[ „ ]	
H83	Hook, „	[ „ ]	
H84	Sancton, „	[—1838]	
H85	Langwathby, Cumb.	[—1857]	
H86	Kirkoswald, „	[—1838]	
H87	Lazonby, „	[ „ ]	
H88	Dedham, Essex	[P.P. 1838]	
	Nos. H89 to K27 were sent out, 1887–1892.		
H89	Llanfaelog, Anglesey	[—1857]	
H90	Abercarn, Mon.	[—1838]	
H91	Rhosgoch, Anglesey	[—1857]	
H92	Baildon, Yks.	[—1838]	
H93	Saltaire, „	[—1857]	
	„ —1906.		
H94	Llanfihangel, Card.	[—1857]	
H95	Hylton, Durham	[—1838]	
H96	Talysarn, <sup>4</sup> Carn.		<sup>4</sup> Form. F55.
	„ —1906.		
H97	Chelsfield, Kent	[5C. 1835]	
H98	Glanamman, Carm.	[—1857]	
H99	Thames Ditton, Surrey	[P.P. 1838]	
J01	Englefield Green, Surrey	[5C. 1838]	
J02	Butterknowle, Durham	[—1857]	
	The 1885 list ended here. Though allotted, the later numbers in it were not supplied until the dates mentioned.		
J03	Treffnant, Denbighs.	[—1838]	
J04	Rhuddlan, <sup>5</sup> Flints.		<sup>5</sup> Form. B46.
J05	Talgareg, Card.	[—1857]	
J06	Upper Brynamman, <sup>6</sup> Carm.	[ „ ]	<sup>6</sup> Form. Brynamman, E57.
J07	Oxted, Surrey	[P.P. 1835]	

J08	Limpsfield, Surrey	[P.P. 1835 : -1857]	
J09	Wellington College Station, Berks.	[-1857]	
J10	Langley Park, Durham	[-1857]	
J11	Armley, Yks.	[-1838]	
J12	Birstall, „	[P.P. 1829, 1839]	
J13	Morley, „	[ „ „ ]	
J14	Pudsey, „	[ „ „ ]	
J15	Jackfield, Salop.	[-1838]	
J16	Farnborough, Kent	[S.O. 1838]	
J17	Great Harwood, Lancs.	[-1857]	
J18	Brierfield, „	[ „ ]	
J19	Stoke-under-Ham, Som.	[ „ ]	
J20	Hinstock, Salop.	[-1838]	
J21	Tycroes, Carm.	[-1857]	
J22	Westerham, Kent	[P.P. 1835]	
J23	Long Compton, Warwks.	[P.P. 1835]	
J24	Green Street, Kent	[P.P. 1835]	
J25	Addlestone, Surrey	[-1838, but P.P. by 1840]	
J26	Upper Teddington*, Middx.	[-1857]	
„	-1906.		
J27	Bissoe, Corn.	[-1857]	
J28	Stamford Bridge, Yks.	[-1838]	
J29	Llandrillo, Merio.	[ „ ]	
J30	Tywyn, <sup>1</sup> Carn.	[ „ ]	<sup>1</sup> Form. C23.
J31	Bethersden, Kent	[ „ ]	
J32	East Molesey, Surrey	[ „ ]	
J33	Willingdon, Suss.	[ „ ]	
J34	Cranleigh, Surrey	[P.P. 1835]	
J35	Burnopfield, <sup>2</sup> Durham	[-1838]	<sup>2</sup> Form. D19.
J36	Takeley, Essex	[ „ ]	
J37	Bramley, Surrey	[P.P. 1838]	
J38	Llanuwchllyn, <sup>3</sup> Merio.	[-1838]	<sup>3</sup> Form. D07.
J39	East Cowton, Yks.	[ „ ]	
J40	Great Ayton, Yks.	[ „ ]	
J41	Great Smeaton, <sup>4</sup> Yks.		<sup>4</sup> Form. Smeaton, 234.
J42	Newby Wiske, „	[-1838]	
J43	South Otterington, „	[-1857]	
J44	Thornton-le-Moor, „	[ „ ]	
J45	Newtown*, Southborough, Kent	[-1857]	
J46	Virginia Water, Surrey	[-1838]	
J47.	Newbridge, Mon.	[ „ ]	
J48	Wickford, <sup>5</sup> Essex.		<sup>5</sup> Form. 404.
J49	Ripley, <sup>6</sup> Surrey.		<sup>6</sup> Form. 645.
J50	Ewell, „	[5C. 1835]	
„	-1906.		
J51	West Tanfield, Yks.	[-1838]	
J52	Broadstone, Dorset	[-1857]	
J53	Llangwyllog, Anglesey	[ „ ]	
J54	Carnforth & Whitehaven T.P.O.		
„	-1906.		

J55	Wrafton, Devon	[ -1838]	
J56	Braunton, „	[ „ ]	
J57	Morthoe*, <sup>1</sup> „	[ „ ]	<sup>1</sup> Aftds. Morteheoe.
J58	Abersychan, Mon.	[ „ ]	
J59.	Wallsend, Northd.	[ -1857]	
J60	Bodorgan, Anglesey	[ -1838]	
J61	Whitley*, <sup>2</sup> Northd.	[ „ ]	<sup>2</sup> Aftds. Whitley Bay.
J62	Bisley, Surrey	[ -1857]	
„	also Bisley Camp*	[ „ ]	
J63.	Wallington, Surrey	[ „ ]	
J64	Sudbury, <sup>3</sup> Middx.		<sup>3</sup> Form. 43B, L.
J65.	Camberley, Surrey	[ -1838]	
J66	Ramsey, <sup>4</sup> Hunts.		<sup>4</sup> Form. 028.
J67.	Chapel-en-le-Frith, <sup>5</sup> Derbys.		<sup>5</sup> Form. 156.
J68	Wool, Dorset	[ -1838]	
J69	Boscombe, Hants.	[ „ ]	
„	-1906.		
J70	Shepperton, Middx.	[5C. 1838]	
J71	Hockley, Essex	[ -1838, but P.P. by 1840]	
J72	Cambo, Northd.	[ -1838]	
J73	Eastleigh, Hants.	[ -1857]	
J74	Totton, „	[P.P. 1835]	
J75	Blackwater, „	[ -1838]	
J76.	Horwich, Lancs.	[P.P. 1835]	
J77.	Marton, Yks.	[ -1838]	
J78	Medomsley, Durham	[ „ ]	
J79	Thatcham, Berks.	[P.P. 1835]	
J80	Beenham, „	[ -1838]	
J81	Woolhampton, Berks.	[P.P. 1835]	
J82	Wadhurst Station*, Suss.	[ -1857]	
J83	Datchet, Bucks.	[ -1838]	
J84	Ossett, Yks.	[P.P. 1833]	
J85	Church Lane*, Old Charlton, Kent	[ -1857]	
„	-1906.		
J86	Woolwich Road, Old Charlton, Kent	[ -1857]	
J87	Cloughfold, Lancs.	[ -1857]	
J88	Haslingden, <sup>6</sup> „		<sup>6</sup> Form. 500.
J89	Summerseat, „	[ -1857]	
J90	Luddenden, Yks.	[ -1838]	
J91	Luddendenfoot, Yks.	[ „ ]	
J92	Mytholmroyd, „	[ „ ]	
J93	Yeadon, „	[P.P. 1831]	
J94	Ingleby Greenhow, <sup>7</sup> Yks.		<sup>7</sup> Form. Ingleby, 740.
J95	Bradford, Lancs.	[ -1838]	
J96	Bodenham, Herefs.	[P.P. 1838]	
J97	Willington Quay, Durham	[ -1838]	
J98	Eston, Yks.	[ -1857]	
J99	Normanby, Middlesbrough, Yks.	[ -1838]	
K01	Felling, Durham	[P.P. 1834]	
K02	Hebburn, „	[ „ ]	



K03	Walker, Northd.	[ -1838]
„	—1906.	
K04	Helmshore, Lancs.	[ „ ]
K05	Stacksteads, Lancs.	[ „ ]
„	—1906.	
K06	Little Hereford, Herefs.	[ „ ]
K07	Shaw, Lancs.	[ „ ]
K08	Lymm, Chesh.	[P.P. 1835]
K09	Woodborough, Wilts.	[ -1838]
K10	Howden-le-Wear, Durham	[ -1857]
K11	Sinnington, Yks.	[ -1838]
K12	Earlestown, Lancs.	[ „ ]
K13	Brenchley, Kent	[P.P. 1837]
K14	Liversedge, Yks.	[ -1857]
K15	Ryton, Durham	[P.P. 1834]
K16	Brotherton, Yks.	[ -1838]
K17	Purston*, „	[ -1857]
„	Featherstone, Yks.	[ -1838]
K18.	Melplash, Dorset	[ „ ]
K19	Carlton, Yks.	[ „ ]
K20	Rawcliffe, Yks.	[P.T. 1786 : -1838]
K21	Rawcliffe Bridge, Yks.	[ -1857]
K22	Whitley Bridge, „	[ „ ]
K23	Ravenstonedale, Westmd.	[ „ ]
K24	Llanwnda, Carn.	[ „ ]
K25	Plasmarl, Glam.	[ „ ]
K26.	Bexhill*, <sup>1</sup> Suss.	[P.P. 1835]
K27	Bexhill Station*, Suss.	[ -1857]
The 1892 list ended here. Nos. K28 to K96 were added 1892 to 1899.		
K28	Fawley Station, Herefs.	[ -1857]
K29	Whitchurch, „	[P.P. 1835]
K30	Goodrich, „	[P.P. 1838]
K31	Goudhurst, Kent	[5C. 1835 : P.P. 1837]
K32	Gomshall, Surrey	[ -1857]
K33	Coniston, Lancs.	[ -1838]
K34.	Haswell, Durham	[ „ ]
K35	Murton Colliery, Durham	[ -1857]
K36.	South Hetton, „	[ „ ]
K37	Mumbles, <sup>2</sup> Glam.	[ -1838]
K38	Brayton Station, Cumb.	[ -1857]
K39	Dalston, Cumb.	[ „ ]
K40	Littlestone, Kent	[ „ ]
K41	Swinton, Lancs.	[P.P. 1829]
K42.	Northwood, Herts. and Middx.	[ -1857]
K43	Collingbourne Ducis, <sup>3</sup> Wilts.	
K44	Mayfield, Suss.	[P.P. 1835]
K45	Saltford, Som.	[P.P. 1838]
K46	Mangotsfield, Glos.	[ -1857]
K47	Warmley, „	[P.P. 1838]

<sup>1</sup> Aftds. Bexhill-on-Sea.

<sup>2</sup> Form. used 763.

<sup>3</sup> Form. Collingbourn. 990.

K48	London & Holyhead T.P.O. <sup>1</sup>		<sup>1</sup> See B34.
	„ —1906.		
K49	Minster, Ramsgate, Kent	[—1838]	
K50.	Boot, Cumb.	[—1857]	
K51.	Eskdale, Cumb.	[—1838]	
K52.	Gosforth, Cumb.	[—1838, but P.P. by 1840]	
K53	Ravenglass, <sup>2</sup> Cumb.		<sup>2</sup> Form. G42 and G59.
K54	Arnside, Westmd.	[—1838]	
K55	Silverdale, Lancs.	[ „ ]	
K56	Bigrigg, Cumb.	[—1857]	
K57	Bootle, <sup>3</sup> „		<sup>3</sup> Form. G58.
K58	Bootle Station, Cumb.	[—1857]	
K59	Silecroft, „	[ „ ]	
K60	The Green, „	[ „ ]	
K61	Kirkby-in-Furness, Cumb.	[ „ ]	
K62	Furness Abbey, <sup>4</sup> Lancs.		<sup>4</sup> Form. 916.
K63.	New Oxted, Surrey	[—1857]	
K64	Lindal, <sup>5</sup> Lancs.	[—1838, but P.P. by 1840]	<sup>5</sup> Form. Lindal-in-Cartmel.
K65	<i>Belize</i> , <sup>6</sup> <i>Brit. Honduras</i> .		<sup>6</sup> Form. A06.
K66	<i>Constantinople</i> .		
K67	Goring, Oxon.	[—1838]	
K68.	Littleport, Cambs.	[ „ ]	
K69	Waunarllwyd, Glam.	[—1857]	
K70	Shrewsbury & Normanton T.P.O.		
	„ —1906.		
K71	Blockley, Worc.	[P.P. 1832]	
K72	Lynmouth, Devon	[—1838]	
K73	Newbiggin*, <sup>7</sup> Kirkby Stephen, Westmd.	[—1857]	<sup>7</sup> Aftds. Newbiggin-on-Lune.
K74	Grimsby to Peterborough night mail. <sup>8</sup>		<sup>8</sup> See K97.
	„ —1906.		
K75	Greenfield, Yks.	[—1857]	
K76	Gwaun-cae-gurwen, Glam.	[ „ ]	
K77	Cholsey, Berks.	[—1838]	
K78	Witton Park, Durham	[ „ ]	
K79	Lake Side, Westmd.	[—1857]	
K80.	Calderbridge, Cumb.	[P.P. 1835]	
K81	Danby, Yks.	[—1857]	
K82	Royton, Lancs.	[—1838]	
K83	Aynho, Nthants.	[ „ ]	
K84	Heyford, Oxon.	[ „ ]	
K85	Kings Sutton, Nthants.	[—1857]	
K86	Somerton, Oxon.	[ „ ]	
K87	Souldern, Oxon.	[—1838]	
K88	Hook Norton, Oxon	[ „ ]	
K89	Loddiswell, Devon	[ „ ]	
K90	Haworth, Yks.	[P.P. 1838]	
K91	Silsden, „	[—1838]	
K92	Pitsea, Essex	[—1857]	
K93	Waskerley, Durham	[ „ ]	
K94.	Clacton-on-Sea, <sup>9</sup> Essex.		<sup>9</sup> Great and Little Clacton in 1857.

K95	Shipton-under-Wychwood, <sup>1</sup> Oxon. [—1838]	<sup>1</sup> Form. Shipton.
K96	Hebden Bridge, Yks. [P.P. 1826, 1839]	
	Numbers from K97 on were added 1899 and subsequently. They are not known in obliterations.	
K97	Grimsby & Peterborough S.T. <sup>2</sup>	<sup>2</sup> See K74.
K98	Brighton & Hastings S.C.	
K99.	Sheringham, <sup>3</sup> Norfk. [—1838]	<sup>3</sup> Form. Lower Sheringham.
L01	London & Queenborough S.T.	
L02.	Lincoln S.T. <sup>4</sup>	<sup>4</sup> Form. used 458. Now called Lincoln & Tamworth S.C.
L03	Rushden, Nthants. [—1838]	
L04	Chorlton-cum-Hardy, Lancs. [—1857]	

For practical purposes the 1924 list may be said not to go beyond 099, most of the O series being left vacant. Down to that point there are about 450 alterations, the more important places which used to have a number preceded by a letter being slipped in more or less in their alphabetical position. There are also about 80 newcomers which did not possess numbers before. A supplementary list of about 100 numbers ranging between A01 and L03 follows, with the explanation that the stamps are to continue in use until worn out, when they will be replaced by stamps bearing numbers in the preceding series, 1–999 and 001–099. These are indicated here by full stops after the numbers. The only ones which show alterations are

A02 Codford.  
A25 Gerrards Cross (formerly 310).  
G13 Littleborough.  
H24 Heckington.

The first two indicate that at some time since 1906 some of the A series, formerly used abroad, were utilized in England.

In 1925 Briton Ferry (B66) was given 133, and Skegness (B97), 735.

## LIST No. II

### LONDON AND SUBURBAN SERIES

In 1844, when the system of numbered obliterations was introduced, a special series was allotted to the principal offices in, and closely adjacent to, London, running from 1 to 49, in which the numbers were surrounded by a circle: 50 and higher numbers being intended for, and for some time confined to, the Chief Office.

The first type of these numbers is difficult to obtain, as they were only used on local letters, or on letters passing direct from one district to an adjacent one. As a rule, all the letters were taken to the head office, and the stamps obliterated there. It was not until the division of London into districts in 1855 that the obliterations of the places where the letters were posted came into general use.



In the following list, if there is no reference to 1838 or earlier, the office was not in existence then. On the other hand, if 1857 is not mentioned, it is to be understood that the office had been opened by that date.

1	Highgate, Middx. 1844	[P.P. 1835]	
1B	Ponders End, <sup>1</sup> Middx. 1861.		<sup>1</sup> Aftds. F58, E.
,,	—1874 to 1906.		
2	Finchley, Middx. 1844	[P.P. 1835]	
,,	East Finchley, N. 1874.		
2B	Colney Hatch*, Middx. 1861.		
,,	—1906.		
3	Whetstone, Middx. 1844	[P.P. 1835]	
3B	Hornsey, N. 1861.		
4	Hampstead, 1844.		
4B	Southgate, Middx. 1861.		
5	Hendon, Middx. 1844.		
5B	Holloway, N. 1861.		
6	Edgware, <sup>2</sup> Middx. 1844	[P.T. 1820]	<sup>2</sup> Aftds. 328, E.
,,	Churton St., s.o., s.w. 1874	[—1857]	
,,	—1906.		
6B	Clapton, N.E. 1861.		
7	Stoke Newington, 1844	[P.P. 1836]	
7B	Loughton, <sup>3</sup> Essex, 1861.		<sup>3</sup> Aftds. D77, E.
,,	—1874 to 1906.		
8	Tottenham, <sup>4</sup> Middx. 1844	[P.P. 1836]	<sup>4</sup> Aftds. 117, E and 45,
,,	West Brompton*, s.w. 1875	[—1857]	74, and 80 L.
8B	Hackney, s.o., E. 1861.		
9	—1844 to 1874.		
,,	Kentish Town, N.W. 1876.		
9B	Canning Town, E. 1861.		
,,	—1906.		
10	Edmonton*, <sup>5</sup> Middx. 1844	[P.P. 1836]	<sup>5</sup> Aftds. 119, E, and
,,	South Kensington, s.w. 1875	[—1857]	75 L.
10B	Chadwell*, <sup>6</sup> Essex, 1861.		<sup>6</sup> Aftds. F10, E; now
,,	—1874 to 1906.		Chadwell Heath.
11	Enfield, <sup>7</sup> Middx. 1844	[P.P. 1836]	<sup>7</sup> Aftds. C85, E.
,,	Chelsea, s.w. 1875	[P.P. 1836]	
11B	Poplar, E. 1861.		
12	Bow, 1844.		
12B	Charlton, s.E. 1861	[P.P. <sup>8</sup> 1835]	<sup>8</sup> Then, and aftds.,
,,	—1885, 1906.		Old Charlton. Aftds.
13	Stratford, Essex, 1844.		379, E.
13B	Chiselhurst, <sup>9</sup> Kent, 1861.		<sup>9</sup> Form. 201, E: aftds.
,,	—1874 to 1906.		D05, E.
14	Leyton, <sup>10</sup> 1844.		<sup>10</sup> Aftds. 102, E: later
,,	St. Martin's Place*, <sup>11</sup> 1885	[—1857]	82, L.
,,	—1906.		<sup>11</sup> Trafalgar Square.
14B	Erith, <sup>12</sup> Kent, 1861.		<sup>12</sup> Aftds. 403, E.
,,	—1885, 1906.		
15	Woodford, Essex, 1844.		

- 15 Highbury,<sup>1</sup> s.o., N. 1876. <sup>1</sup> Form. Highbury Park.  
 15B Foots Cray, Kent, 1861 [P.T. 1820]  
 „ —1874 to 1906.  
 16 Chigwell, Essex, 1844.  
 „ Victoria St., E.C.\*,<sup>2</sup> 1876. <sup>2</sup> Holborn Bridge.  
 „ —1906.  
 16B Lessness Heath\*,<sup>3</sup> Kent, 1861. <sup>3</sup> Aftds. 412, E.  
 „ —1885, 1906.  
 17<sup>4</sup> Ilford,<sup>5</sup> Essex, 1844. <sup>4</sup> A 17 was sent to Chigwell in June, 1861, apparently by mistake.  
 „ Leytonstone, Essex, 1876. <sup>5</sup> Aftds. F07, E.  
 17B Lewisham,<sup>6</sup> s.E. 1861 [P.P. 1835] <sup>6</sup> Aftds. 66, L.  
 „ —1874 to 1906. <sup>7</sup> Aftds. 67, L.  
 18 Deptford, 1844 [P.P. 1835]  
 18B Peckham,<sup>7</sup> s.E. 1861 [P.P. 1835]  
 „ —1874 to 1906.  
 19 —1844 to 1874.  
 „ Halfway St.\*, s.E. (Eltham), 1875 [—1857]  
 „ Finsbury Park, s.o., N. 1879 [—1857]  
 19B Penge, s.E. 1861.  
 „ —1906.  
 20 Greenwich, 1844 [P.P. 1835]  
 20B Plumstead, Essex, 1861 [P.P. 1835]  
 „ —1906.  
 21 Woolwich,<sup>8</sup> 1844 [P.P. 1835] <sup>8</sup> Aftds. 264, E.  
 „ Wanstead, E. 1876.  
 „ —1906.  
 21B Rotherhithe, 1861.  
 22 Eltham,<sup>9</sup> Kent, 1844 [P.P. 1835] <sup>9</sup> Aftds. G22, E.  
 „ —1874.  
 „ Plaistow,<sup>10</sup> Essex, 1876. <sup>10</sup> Also 59, L concurrently.  
 22B Welling,<sup>11</sup> Kent, 1861. <sup>11</sup> Aftds. 386, E.  
 „ —1885, 1906. <sup>12</sup> Aftds. 389, E.  
 23 Bexley,<sup>12</sup> Kent, 1844 [5C. 1835]  
 „ —1874.  
 „ Brockley, s.E. 1877 [—1857]  
 23B Brixton Hill, s.w. 1861.  
 „ Brixton, s.w. 1876 [P.P. 1836]  
 24 Dulwich, 1844.  
 24B Camberwell,<sup>13</sup> s.E. 1861. <sup>13</sup> Aftds. 65, L.  
 „ —1874 to 1906.  
 25 Sydenham, 1844.  
 „ *also* Upper Sydenham, 1876.  
 25B Merton,<sup>14</sup> Surrey, 1861. <sup>14</sup> Aftds. 809, E.  
 „ —1885, 1906.  
 26 Beckenham,<sup>15</sup> Kent, 1844. <sup>15</sup> Aftds. D13, E.  
 „ —1874.  
 „ Kensal Town\*, 1886 [—1857]  
 „ North Kensington, w. 1899 [—1857]  
 26B South Lambeth, s.w. 1861.  
 27 Clapham, 1844.

- 27B Stockwell, s.w. 1861.  
 28 Tooting, Surrey, 1844.  
 28B Streatham, s.w. 1861 [P.P. 1836]  
 29 Mitcham,<sup>1</sup> Surrey, 1844. <sup>1</sup> Aftds. D24, E.  
 „ Forest Gate, E. 1884 [—1857]  
 29B Thornton Heath,<sup>2</sup> Surrey, 1861 [—1857] <sup>2</sup> Aftds. used 938, E.  
 „ 1874 to 1906.  
 30 Carshalton,<sup>3</sup> Surrey, 1844. <sup>3</sup> Aftds. D97, E.  
 „ Lee, s.o., s.e. 1874 [P.P. 1835]  
 „ also Lee Green, 1876 [—1857]  
 30B Walworth,<sup>4</sup> s. 1861. <sup>4</sup> Aftds. 42, L.  
 „ Maida Hill, w. 1874.  
 31 Wandsworth, Surrey, 1844.  
 31A New Wandsworth\*, s.w. 1891 [—1857]  
 31B Battersea, s.w. 1861.  
 32 Putney, 1844.  
 32B Petersham,<sup>5</sup> Surrey, 1861 [P.P. 1835] <sup>5</sup> Aftds. B30, E.  
 „ —1874 to 1906.  
 33 Mortlake, 1844.  
 33B Teddington,<sup>6</sup> Middx. 1861 [P.P. 1835] <sup>6</sup> Aftds. C94, E.  
 „ —1874 to 1906.  
 34 Richmond,<sup>7</sup> Surrey, 1844 [P.P. 1835] <sup>7</sup> Aftds. D21, E.  
 „ Earls Court, s.w. 1880 [P.P. 1834]  
 34B Acton,<sup>8</sup> w. 1861. <sup>8</sup> Form. 40, L.  
 35 Twickenham,<sup>9</sup> Surrey, 1844 [P.P. 1835] <sup>9</sup> Aftds. C93, E.  
 „ Bethnal Green, s.o., E. 1874. [—1857]  
 35B Ealing, w. 1861.  
 35C ?  
 36 Hampton,<sup>10</sup> Middx. 1844 [P.P. 1835] <sup>10</sup> Aftds. C95, E.  
 „ Walthamstow,<sup>11</sup> Essex, 1874. <sup>11</sup> Also 109, E, and 85, L.  
 „ Balham, s.w. 1883 [—1857]  
 36B Hanwell, w. 1861.  
 37 Brompton\*, 1844 [P.P.<sup>12</sup> 1834] <sup>12</sup> Old and New B.  
 „ —1906.  
 37B Notting Hill, w. 1861 [P.P. 1834]  
 37C „ „ „  
 „ —1874 to 1906.  
 38 Kensington, 1844 [P.P. 1834]  
 38B Paddington,<sup>13</sup> 1861. <sup>13</sup> Form. 42, aftds. 75, L.  
 „ —1874 to 1906.  
 38C Paddington, 1861.  
 „ —1874 to 1906.  
 39 Hammersmith, 1844 [P.P. 1834]  
 39B Shepherds Bush, 1861 [P.P. 1834]  
 40 Acton,<sup>14</sup> 1844 [P.P. 1838] <sup>14</sup> Aftds. 34B, L.  
 „ House of Commons, 1885.  
 40B Southall,<sup>15</sup> Middx. 1861 [P.T. 1786] <sup>15</sup> Also 395, E.  
 „ —1874 to 1906.  
 41 Brentford,<sup>16</sup> 1844 [S.O. 1754 : P.P.<sup>17</sup> 1834] <sup>16</sup> Aftds. E95, E.  
 „ —1874. <sup>17</sup> Old and New B.



- 41 Barnes, s.w. 1883.
- 41B St. John's Wood, n.w. 1861.
- 42 Paddington,<sup>1</sup> 1844. <sup>1</sup> Aftds. 38B, 38C, and 75 L.
- „ —1874.
- „ Walworth,<sup>2</sup> s.e. 1883. <sup>2</sup> Form. 30B, L.
- 42B Stanmore,<sup>3</sup> Middx. 1861 [P.T. 1838] <sup>3</sup> Also 770, E.
- „ —1885, 1906.
- 43 Charing Cross, 1844.
- „ Sutton,<sup>4</sup> Surrey, 1861 [5C. 1835] <sup>4</sup> Also 57, L : aftds. D23 E.
- „ Aldgate, E. 1883 [—1857]
- „ —1906.
- 43B Sudbury,<sup>5</sup> n.w. (Middx.) 1861. <sup>5</sup> Aftds. J64, E.
- 44 North Row\*,<sup>6</sup> B.O. 1844. <sup>6</sup> Either Earls Court Rd. or North Audley St.
- „ Wimbledon,<sup>7</sup> Surrey, 1861.
- „ Manor Park, s.o., E. 1883 [—1857] <sup>7</sup> Aftds. 58 and 63 L : also 801 E.
- 44B The Hyde,<sup>8</sup> n.w. 1861.
- 45 Portland St.\*,<sup>9</sup> 1844 [—1857] <sup>8</sup> Form. Hyde.
- „ —1874.
- „ Tottenham,<sup>10</sup> N. 1883 [P.P. 1838] <sup>9</sup> Three Portland streets are given in the 1857 Postal Guide, but no p.o. of that name.
- „ North Woolwich, E. 1885.
- 45B Barking,<sup>11</sup> Essex, 1861.
- 46 Stepney, 1844. <sup>10</sup> Also 117, E, and 8, 74, and 80 L.
- „ Palmer's Green, N. 1885.
- 46B Walham Green, s.w. 1861.
- „ Fulham, s.w. 1874.
- 47 Southwark, 1844.
- „ —1874.
- „ Finchley, Church End, N. 1885 [—1857]
- 47B Sunbury,<sup>12</sup> Middx. 1861 [P.P. 1835] <sup>12</sup> Aftds. C96, E.
- „ —1874 to 1906.
- 48 Shoreditch, 1844.
- „ —1874.
- „ North Finchley, N. 1885 [—1857]
- 48B Forest Hill, s.e. 1864 ?
- 49 Sidmouth St.\*,<sup>13</sup> B.O. 1844. <sup>13</sup> Grays Inn Road.
- The original list ended here, also that for 1857. In the latter, North Row (44) was dropped out, and all the rest, down to 49, were moved up one, but this was probably a mistake.
- 49 Royal Hill, Greenwich\*, 1885.
- „ —1906.
- 49B South Norwood, s.e. 1864 ? [—1857]
- 50 Victoria Docks, s.o., E. 1883 [—1857]
- 50B ?
- 51 New Southgate, N. 1885 [—1857]
- 51B Winchmore Hill, N. 1865.
- 52 Herne Hill, s.o., s.e. 1885 [—1857] <sup>14</sup> The duplex marks 52 B and 53 (Woodford Green) were cut without the circles round the numbers.
- 52B<sup>14</sup> Wood Green, N. 1865.
- 53<sup>14</sup> Woodford Green,<sup>15</sup> Essex, 1858 [—1857] <sup>15</sup> Aftds. F20, E.
- „ Homerton, s.o., E. 1874.

- 53B Upper Holloway, s.o., N. 1866.  
 „ *also* 255 Junction Rd.\*, Upper Holloway, 1886 [—1857]
- 54 Norwood, s. 1858.  
 „ *also* Norwood, Westow Hill\*, s.e. 1876.  
 „ *also* Anerley Rd.\*, Norwood, s.e. 1876 [—1857]
- 55 Leyton Street\*, 1858 [—1857]  
 „ —1874, 1885.  
 „ West Kensington, 1889 [—1857]
- 56 Isleworth,<sup>1</sup> Middx. 1858 [P.T. 1786 : P.P. 1834] <sup>1</sup> Aftds. E97, E.  
 „ *also* Smallbury Green\*, Middx. 1858 [—1857]  
 „ —1874, 1885.  
 „ South Woodford, E. 1889 [—1857]
- 57 Sutton,<sup>2</sup> Surrey [5C. 1836] <sup>2</sup> Also 43, L : aftds. D23, E.  
 „ —1874, 1885.  
 „ Chiswick,<sup>3</sup> w. 1889. <sup>3</sup> Form. 42 E.
- 58 Wimbledon,<sup>4</sup> s.w. 1872. <sup>4</sup> Form. 44 L : aftds. 801 E.  
 „ —1885.  
 „ Mill Hill, N.W. 1892.  
 „ —1874, 1885.
- 59 Plaistow,<sup>5</sup> Essex, 1887. <sup>5</sup> Also 22, L, concurrently.
- 60 Kilburn, N.W. 1874.
- 61 Willesden, N.W. 1872.
- 62 —1874, 1885.  
 „ South Tottenham,<sup>6</sup> N. 1892 [—1857] <sup>6</sup> Form. H07, E.
- 63 Elstree,<sup>7</sup> Herts. 1863 [P.P. 1835] <sup>7</sup> Aftds. C97, E.  
 „ —1874, 1885.  
 „ Wimbledon,<sup>8</sup> s.w. 1890. <sup>8</sup> Form. 44 and 58, L, and 801 E.
- 64 Cheshunt, Herts. 1863 [P.P. 1835]  
 „ —1874, 1885.
- „ Ealing Dean,<sup>9</sup> w. 1892 [—1857] <sup>9</sup> Aftds. West Ealing.
- 65 Camberwell,<sup>10</sup> s.e. 1872. <sup>10</sup> Form. 24B, L.
- 66 Lewisham,<sup>11</sup> s.e. 1872. <sup>11</sup> Form. 17B, L.  
 „ *also* Lee Bridge\*, Lewisham, s.e. 1876.
- 67 Peckham,<sup>12</sup> s.e. 1872. <sup>12</sup> Form. 18B, L.
- 68 Kennington, s.e. 1872 [—1857]
- 69 Blackheath, s.e. 1872 [P.P. 1835]
- „<sup>13</sup> Kilburn, Canterbury Rd., N.W. 1869 [—1857] <sup>13</sup> No doubt an error for 60.
- 70 Anerley, s.e. 1872.  
 „ *also* Anerley, nr. Station, 1876 [—1857]
- 71 Catford, s.e. 1872 [—1857]
- 72 Lower Norwood\*,<sup>14</sup> s.e. 1872. <sup>14</sup> Aftds. West Norwood.
- 73 Shooters Hill,<sup>15</sup> Kent, 1873. <sup>15</sup> Form. 771, aftds. 385 E.  
 „ —1885.
- „ Western Central District Office,<sup>16</sup> 1899. <sup>16</sup> New Oxford St.
- 74 Tottenham,<sup>17</sup> N. 1873 [P.P. 1838] <sup>17</sup> Also 117, E; and 8, 45, and 80, L.  
 „ —1885.
- „ Bedford St., w.c. 1899 [—1857]  
 „ —1906.
- 75 Edmonton\*,<sup>18</sup> 1873. <sup>18</sup> Form. 10, L : also 119, L.  
 „ —1885.

75 Paddington,<sup>1</sup> w. 1906.

76 New Cross, s.e. 1873

[P.P. 1835]

<sup>1</sup> Form. 42, 38B and 38C, L.

The 1874 list ended here ; the following numbers were allotted 1887 to 1906 :

77 East Dulwich, s.e.

[—1857]

78 South Eastern District Office.<sup>2</sup>79 South Western District Office.<sup>3</sup>80 Tottenham,<sup>4</sup> N.81 Lower Edmonton,<sup>5</sup> N.82 Leyton,<sup>6</sup> E.83 Upper Edmonton,<sup>7</sup> N.84 Chingford,<sup>8</sup> E.85 Walthamstow,<sup>9</sup> E.86 North Western District Office.<sup>10</sup>87 Northern District Office.<sup>11</sup>88 Eastern District Office.<sup>12</sup>89 Western District Office.<sup>13</sup>

90 Muswell Hill, N.

<sup>2</sup> 239 Borough High St.<sup>3</sup> 9 Howick Place, Victoria St.<sup>4</sup> Form. 117, E ; and 8, 45, and 74 L.<sup>5</sup> Form. G80, E.<sup>6</sup> Form. 14, L, and 102, E.<sup>7</sup> Form. G78, E.<sup>8</sup> Form. 833, E.<sup>9</sup> Form. 109, E ; and 36, L.<sup>10</sup> Eversholt St.<sup>11</sup> 116 Upper St.<sup>12</sup> 206 Whitechapel Rd.<sup>13</sup> Wimpole St.

20R appeared in the list of 1885 as Holborn Viaduct and 24R as Ludgate Circus, in error, probably occasioned by the registration obliterator R24, which was sent to Ludgate Circus in 1878.

An obliterator containing SW above 31 was sent to Wandsworth 23rd July, 1884, probably by confusion with the obliterating number (31).

In several cases two numbers were in use at one place at the same time. For instance, obliterators 75 and 10, together with a duplex 75, were sent to Edmonton in June, 1873. Precisely the same applies to Tottenham, substituting 74 for 75, and 8 for 10.

The differences in the 1924 list are so few, that it is worth while to give them, as follows :

6 E.C. Sorting Office.

6A E.C. Postmen's Office.

14 East Ham.

16 Woolwich.

21 Charlton.

31A —

37 Eltham.

40 —

43 Golders Green.

45 —

49 Abbey Wood.

50 Victoria Docks &amp; N. Woolwich.

56 Woodford &amp; S. Woodford.

59 West Wimbledon.

91 Cricklewood.



## LIST No. III

## SCOTLAND

In compiling the following list, and that for Ireland, many of the dates have been taken from the obliterating lists, therefore in some cases the numbers may have been allotted earlier. Unfortunately, no lists of post offices prior to those in the 1838 Reports have been available, so that the dates attached to the more important places are many years after the openings of the offices. On the other hand, the information given in the Reports as to the dates of establishment of penny posts in the smaller places in Scotland and Ireland is very complete, except for the omission of those under Edinburgh.

If 1857 is not mentioned, the office had been opened by then.

The list of 1844 went to 342.

1	Aberdeen	[P.T. 1829]	
2	Aberfeldy, Perth.	[P.T. 1838]	
3	Aberdour, <sup>1</sup> Fife	[ „ ]	<sup>1</sup> Aftds. 589.
„	Achahoish, Argyll, 1885	[—1838]	
„	—1906.		
4	Aboyne, Abdns.	[P.T. 1838]	
5	Aberchirder, <sup>2</sup> Banffs.	[ „ ]	<sup>2</sup> Aftds. 726.
„	Abernethy*, Invnss. 1885	[—1838]	
„	Nethybridge, Invnss. 1892	[ „ ]	
6	Alford, <sup>3</sup> Abdns.	[P.T. 1838]	<sup>3</sup> Aftds. 435.
„	Advie, Elgins. 1885	[—1838]	
7	Alloa, Clacks.	[P.T. 1827]	
8	Aberlour, Banffs.	[S.O. 1838]	
9	—Alexandria, <sup>4</sup> Dumbs. 1885.		<sup>4</sup> Form. 357.
10	Alness, Ross.	[—1838, but P.P. by 1840]	
11	Annan, Dumfs.	[P.T. 1838]	
12	Auchenblae, Kincs.	[—1838]	
„	Ardgour, Argyll. 1885	[—1857]	
13	Arbroath, <sup>5</sup> Forfars.	[P.T. 1838]	<sup>5</sup> Form. Aberbroth-
14	Ardersier, <sup>6</sup> Invnss.	[ „ ]	wick.
„	Fort George Station*, <sup>7</sup> Invnss. 1874	[—1857]	<sup>6</sup> Aftds. 18.
15	Ardrossan, Ayr.	[P.P. 1827]	<sup>7</sup> Aftds. Gollanfield.
16	Abington, Lanarks.	[—1838]	
17	Airdrie, „	[P.T. 1834]	
18	Arisaig, <sup>8</sup> Invnss.	[S.O. 1838]	<sup>8</sup> Aftds. 720.
„	Ardersier, <sup>9</sup> Invnss. 1885.		<sup>9</sup> Form. 14.
19	—Aultbea, Ross, 1885	[—1838]	
20	Arrochar, <sup>10</sup> Dumbs.	[S.O. 1838]	<sup>10</sup> Aftds. 430.
„	Avoch, Ross. 1885	[—1838]	
21	Auchnacraig, Argyll.	[S.O. 1838]	
22	Anstruther, Fife	[P.T. 1838]	
23	Aros, <sup>11</sup> Mull	[P.T. 1827]	<sup>11</sup> Aftds. 669.
„	—1906.		

24	Appin, Argyll.	[P.T. 1833]	
25	Auchterarder, Perth.	[P.T. 1838]	
26	Auchtermuchty, Fife	[P.T. 1832]	
27	Ayr	[P.T. 1831]	
28	Ayton, Berwks.	[P.T. 1823]	
29	Assynt, Suth.	[S.O. 1838]	
„	Auchnasheen, Ross. 1885	[—1838]	
30	Alyth, Perth.	[S.O. 1838]	
31	Ballater, Abdns.	[P.T. 1838]	
32	Crathie, „	[—1838]	
„	Bannockburn, Stirls. 1885	[P.P. 1826]	
33	Ballantrae, Ayr.	[P.T. 1834]	
34	Ballindalloch, Invnss.	[P.T. 1838]	
35	Banchory, Kincs.	[ „ ]	
36	Banff	[P.T. 1830]	
37	Macduff, <sup>1</sup> Banffs.	[P.P. 1830]	<sup>1</sup> Aftds. 249.
„	Birnam, Perth. 1874	[—1838]	
38	Bathgate, Linths.	[P.T. 1838]	
39	Beauly, Invnss.	[P.T. 1832]	
40	Beith, Ayr.	[P.T. 1833]	
41	Biggar, Lanarks.	[P.T. 1838]	
42	Blackshiels, <sup>2</sup> Hadds.	[ „ ]	<sup>2</sup> Aftds. 614.
„	Bogroy, <sup>3</sup> Invnss. 1892.		<sup>3</sup> Form. 50.
„	Blackridge, Linths. 1899	[—1838]	
43	Bervie, Kincs.	[P.T. 1838]	
44	Blair Atholl, Perth.	[ „ ]	
45	Dalnacardoch*, <sup>4</sup> Perth.	[—1838]	<sup>4</sup> Aftds. 355.
„	Bankfoot, „	[P.P. 1833]	
46	Blairgowrie, „	[P.T. 1838]	
47	Blair Adam, Invnss.	[ „ ]	
48	Bonaw*, <sup>5</sup> Argyll.	[P.T. 1834]	<sup>5</sup> Aftds. Bonawe Quarries, 722.
„	Bunessan, Mull, 1885	[P.P. 1827]	
49	Bonar Bridge, Suth.	[—1838]	
„	Ardgay, Ross. 1874	[—1857]	
50	Bogroy, <sup>6</sup> Invnss.	[S.O. 1838]	<sup>6</sup> Aftds. 42.
„	Ballachulish, Argyll. 1885	[—1857]	
„	<i>also</i> Ballachulish Quarries.*		
„	„ „ Ferry.*		
51	Blackburn, <sup>7</sup> Linths.	[P.P. 1834 : S.O. 1838]	<sup>7</sup> Aftds. 708.
„	Buckhaven, Fife, 1885	[—1838]	
52	Boness, <sup>8</sup> Linths.	[P.T. 1838]	<sup>8</sup> Form. Borrowstowness. Aftds. 355.
„	Bunchrew, Invnss. 1885	[—1857]	
53	Bowmore, <sup>9</sup> Argyll.	[P.T. 1838]	<sup>9</sup> Aftds. 441.
„	Bridgend, Islay, 1874	[—1857]	
54	Braco, Perth.	[P.T. 1838]	
55	Blackhillock*, Banffs.	[—1838]	
„	Bucklyvie, Stirls. 1885	[P.P. 1838]	
56	Braemar, <sup>10</sup> Abdns.	[S.O. 1838]	<sup>10</sup> Aftds. 423.
„	Bothwell, Lanarks. 1885	[P.P. 1825]	
57	Brechin, Forfars.	[P.T. 1838]	

58	Edzell, Forfars.	[—1838]	
„	Brodick, <sup>1</sup> Arran, 1885	[S.O. 1838]	<sup>1</sup> Form. Arran.
59	Broadford, Skye	[P.T. 1833]	
60	Bridge of Earn, Perth.	[P.T. 1838]	
61	Buckie, Banffs.	[ „ ]	
62	Burntisland, Fife.	[ „ ]	
63	Brucklaw*, <sup>2</sup> Abdns.	[S.O. 1838]	<sup>2</sup> Aftds. Brucklay, 498.
„	Burnbank, Lanarks. 1892	[—1857]	
64	Callander, Perth.	[P.T. 1838]	
65	Campbeltown, Argyll.	[ „ ]	
66	Canonbie, Dumfs.	[ „ ]	
67	Carluke, Lanarks.	[ „ ]	
68	Cairnryan, Wigt.	[S.O. 1838]	
„	Catrine, Ayr. 1885	[P.P. 1823]	
69	Carnwath, Lanarks.	[S.O. 1838]	
70	Carsphairn, Kirks.	[—1838]	
„	Carstairs Junction, Lanarks. 1885	[—1857]	
71	Castle Douglas, Kirks.	[P.T. 1832]	
72	Cairndow, Argyll.	[S.O. 1838]	
„	Castle Kennedy, Wigt. 1885	[—1857]	
73	Coldingham, Berwks.	[S.O. 1838]	
74	Coldstream, „	[P.T. 1825]	
75	Carrbridge, Invns.	[P.P. 1838]	
76	Carnoustie, Forfars.	[—1838]	
77	Chance Inn*, Fife.	[P.T. 1838]	
„	Crossmichael, Kirks. 1885	[P.P. 1838]	
78	Colinsburgh, Fife.	[P.T. 1838]	
79	Comrie, <sup>3</sup> Perth.	[S.O. 1838]	<sup>3</sup> Aftds. 656.
„	Coll, Argyll. 1885	[P.P. 1833 : S.O. 1838]	
80	Crail, Fife.	[P.T. 1838]	
81	—Cromdale, Elgins. 1885	[—1838]	
82	Craigellachie, Banffs.	[P.T. 1838]	
83	Creetown, Kirks.	[ „ ]	
84	Crieff, Perth.	[ „ ]	
85	Cromarthy, Ross.	[ „ ]	
86	—Craigellachie Station*, Banffs. 1885	[—1857]	
87	Cullen, Banffs.	[P.T. 1838]	
88	Culross, Fife.	[S.O. 1838]	
„	Corstorphine, Midl. 1885	[P.P. 1834]	
89	—Crosshill, Ayr. 1885	[P.P. 1838]	
90	Cumnock, <sup>4</sup> Ayr.	[P.T. 1834]	<sup>4</sup> Or Old Cumnock.
91	Coupar Angus, Perth.	[P.T. 1838]	
92	Cupar, Fife.	[P.T. 1825]	
93	Cluny, Abdns.	[S.O. 1838]	
„	Colintraive, Argyll. 1885	[—1857]	
94	Castletown, Caith.	[S.O. 1838]	
„	Colinton, Midl. 1885	[P.P. 1834]	
95	Crinan*, <sup>5</sup> Argyll.	[S.O. 1838]	<sup>5</sup> Aftds. Crinan Pier.
„	Crianlarich, <sup>6</sup> Perth. 1885	[—1857]	<sup>6</sup> Also 503.
96	Cruden*, <sup>7</sup> Abdns.	[—1838]	<sup>7</sup> Aftds. Cruden Bay.



96	Cowdenbeath, Fife. 1885	[—1838]	
97	Cockburnspath, Berwks.	[ „ ]	
98	Dalkeith, Midl.	[P.T. 1834]	
99	—Delny, Ross. 1885	[—1857]	
100	Dalmally, Argyll.	[S.O. 1838]	
101	Dalry, Ayr.	[ „ ]	
102	Denny, Stirls.	[P.T. 1838]	
103	Dingwall, Ross.	[P.T. 1834]	
104	Dornoch, Suth.	[P.T. 1838]	
105	Dunbeath, Caith.	[ „ ]	
106	Douglas, <sup>1</sup> Lanarks	[ „ ]	<sup>1</sup> Aftds. 499.
„	Dalmellington, Ayr. 1885	[P.P. 1831]	
107	Doune, Perth.	[P.T. 1833]	
108	Dumfries	[P.T. 1827]	
109	—Drimnin, Argyll. 1884	[—1857]	
110	Dumbarton	[P.T. 1823]	
111	Dunbar, Hadds.	[P.T. 1838]	
112	Dunblane, Perth.	[ „ ]	
113	Dunfermline, Fife.	[P.T. 1825]	
114	Dundee, Perth.	[P.T. 1830]	
115	Broughty Ferry, Forfars.	[P.P. <sup>2</sup> 1834]	<sup>2</sup> Then Broughty.
116	Lochee, Forfars.	[ „ ]	
„	Drummore, Wigtns. 1885	[P.P. 1833]	
117	Kincaldrum, Forfars.	[—1838]	
118	Dunkeld, Perth.	[P.T. 1838]	
119	—Dunphail, Elgins. 1885	[—1857]	
120	Dunning, Perth.	[S.O. 1838]	
121	Dunoon, Argyll.	[P.T. 1838]	
122	Duns, Berwks.	[P.T. 1823]	
123	Dunvegan, Skye	[P.T. 1838]	
124	Durness, Suth.	[S.O. 1838]	
„	Dunalastair, Perth. 1885	[—1857]	
125	Dunnet, Caith.	[—1838]	
„	Dunragit, Wigtns. 1885	[—1857]	
126	Drumnadrochit, Invnss.	[P.T. 1838]	
127	Dysart, Fife.	[S.O. 1838]	
128	Eaglesham, Renfs.	[ „ ]	
„	Ettrick, Selkirks. 1885	[—1857]	
129	Earlston, <sup>3</sup> Berwks.	[S.O. 1838]	<sup>3</sup> Aftds. 429.
„	Elvanfoot, Lanarks. 1885	[—1857]	
130	Ecclefechan, Dumfs.	[P.T. 1838]	
131	Edinburgh	[ „ ]	
132	Eddlestone, <sup>4</sup> Peebs.	[ „ ]	<sup>4</sup> Aftds. 665.
„	Easdale, Argyll. 1885	[—1838]	
133	Elgin	[P.T. 1830]	
134	Ellon, Abdns.	[P.T. 1838]	
135	Elie, Fife.	[S.O. 1838]	
136	Errol, Perth.	[P.T. 1838]	
137	Evanton, Ross.	[ „ ]	
138	Eyemouth, <sup>5</sup> Berwks.	[S.O. 1838]	<sup>5</sup> Aftds. 363.

138	Fairlie, Ayrs. 1885	[P.P. 1838]	
139	Falkirk, Stirls.	[P.T. 1825]	
140	Falkland, <sup>1</sup> Fife.	[S.O. 1838]	<sup>1</sup> Aftds. 468.
„	Fasnacloich, Argyll. 1884	[—1838]	
141	Fenwick, Ayrs.	[S.O. 1838]	
„	Forgandenny, Perth. 1884	[—1838]	
142	Fettercairn, Kincs.	[P.T. 1838]	
143	Fochabers, Elgins.	[ „ ]	
144	Forfar	[ „ ]	
145	Forres, Elgins.	[ „ ]	
146	Fort Augustus, Invnss.	[P.T. 1834]	
147	Fortrose, Ross.	[P.T. 1838]	
148	Fort William, Invnss.	[P.T. 1833]	
149	Fort George, „	[—1838]	
150	Fraserburgh, Abdns.	[P.T. 1830]	
151	Fushiebridge*, Midl.	[P.T. 1838 : —1857]	
„	Fossoway, Kinross. 1884	[—1838]	
152	Finhaven*, Forfars.	[ „ ]	
„	Finstown, Orkneys, 1885	[ „ ]	
153	Farr, Invnss.	[S.O. 1838]	
„	Greenlaw, <sup>2</sup> Berwks. 1885.		<sup>2</sup> Form. 162.
154	Fyvie, Abdns.	[P.T. 1838]	
155	Galashiels, Selkirks.	[ „ ]	
156	Garlieston, <sup>3</sup> Wigtns.	[P.P. 1829 : P.T. 1838]	<sup>3</sup> Aftds. 165.
„	Garmouth, Elgins. 1885	[P.P. 1838]	
157	Gatehouse, Kirks.	[P.T. 1838]	
158	Girvan, Ayrs.	[P.T. 1834]	
159	Glasgow, Lanarks.	[P.T. 1799]	
„	also Hope St., Glasgow.		
„	„ Glasgow-Carlisle Sorting Tender.		
160	Glenluce, Wigtns.	[P.T. 1838]	
161	Grangemouth, Stirls.	[ „ ]	
162	Greenlaw, <sup>4</sup> Berwks.	[ „ ]	<sup>4</sup> Aftds. 153.
„	Gairloch, Ross. 1885	[—1838]	
163	Greenock, Renfs.	[P.T. 1823]	
„	also Columba Steamer, Greenock.		
„	„ Iona Steamer, Greenock.		
164	Glenlivet, Banffs.	[S.O. 1838]	
„	Garve, Ross. 1885	[—1838]	
165	Glamis, Forfars.	[S.O. 1838]	
„	Garlieston, <sup>5</sup> Wigtns.		<sup>5</sup> Form. 156.
166	Grantown*, <sup>6</sup> Elgins.	[P.T. 1838]	<sup>6</sup> Aftds. Grantown-on-Spey.
167	Golspie, Suth.	[ „ ]	
168	Brora, „	[—1838]	
169	—Gartly, Perth. 1885	[ „ ]	
170	Glenmoriston, Invns.	[S.O. 1838]	
171	Haddington	[P.T. 1824]	
172	Halkirk, Caiths.	[S.O. 1838]	
173	Hamilton, Lanarks.	[P.T. 1825]	
174	Hawick, Roxsh.	[P.T. 1834]	

175	Helmsdale, Suth.	[S.O. 1838]	
176	Helensburgh, Dumbs.	[P.T. 1835]	
177	Harris, I. of Lewis	[S.O. 1838]	
„	Holytown, <sup>1</sup> Lanarks. 1885.		<sup>1</sup> Form. 179.
178	Huntly, Abdns.	[S.O. 1838]	
179	Holytown, <sup>2</sup> Lanarks.	[P.T. 1838]	<sup>2</sup> Aftds. 177.
„	Inellan, Argyll. 1885	[—1838]	
180	Huna, Caiths.	[S.O. 1838]	
„	Innerleithen, Peebs. 1885	[P.P. 1823]	
181	Inverary, Argyll.	[P.T. 1833]	
182	Inverkeithing, Fife.	[P.T. 1835]	
183	Inverness	[P.T. 1838]	
184	Inchture, Perth.	[ „ ]	
185	Invergordon, Ross.	[ „ ]	
186	Irvine, Ayrs.	[P.T. 1827]	
187	Jedburgh, Roxsh.	[P.T. 1834]	
188	Johnstone, <sup>3</sup> Renfs.	[S.O. 1838]	<sup>3</sup> Aftds. 406.
„	Innerwick, Hadds. 1885	[—1838]	
189	—Invergarry, Invnss. 1885	[P.P. 1834]	
190	Jura*, <sup>4</sup> Isl. Argyll.	[S.O. 1838]	<sup>4</sup> Aftds. Craighouse, 641.
„	Inverkip, Renfs. 1885	[P.P. 1823]	
191	Kinaldie, Abdns.	[—1838]	
192	Keith, Banffs.	[P.T. 1838]	
193	Kelso, Roxsh.	[P.T. 1834]	
194	Keith Hall*, Abdns.	[P.T. 1838]	
„	Inverurie, Abdns. 1874	[—1857]	
195	Kettle*, <sup>5</sup> Fife.	[P.T. 1838]	<sup>5</sup> Aftds. Kingskettle, 487.
„	Kildonan, Suth. 1885	[—1857]	
196	Kenmore, <sup>6</sup> Perth.	[S.O. 1838]	<sup>6</sup> Aftds. 731.
„	Kirkliston, Linths. 1884	[P.P. 1834]	
197	Kennoway, Fife.	[S.O. 1838]	
„	Kilmartin, Ayrs. 1883	[—1857]	
198	Killin, Perth.	[S.O. 1838]	
199	Kirknewton, Midl.	[P.P. 1834]	
200	Kingussie, Invns.	[P.T. 1838]	
201	Kintore, Abdns.	[ „ ]	
202	Kilsyth, Stirls.	[S.O. 1838]	
„	Kirn, Argyll. 1883	[—1838]	
203	Kilmarnock, Ayrs.	[P.T. 1823]	
204	Kincardine, <sup>7</sup> Fife.	[P.T. 1838]	<sup>7</sup> Aftds. 459 and 704.
„	Kilwinning, Ayrs. 1885	[P.P. 1827]	
205	Kinghorn, Fife.	[P.T. 1838]	
206	Kinross	[P.T. 1825]	
207	Kirkwall, Orkneys	[P.T. 1838]	
208	Kippen, Stirls.	[P.P. 1832 : S.O. 1838]	
209	Kirkcudbright	[P.T. 1838]	
210	Kirkcaldy, Fife.	[P.T. 1825]	
211	Kirkintilloch, Dumbs.	[S.O. 1838]	
212	Kirriemuir, Forfars.	[P.T. 1838]	
213	Kirkmichael, Perth.	[P.P. 1838]	



213	Largs, <sup>1</sup> Ayrs. 1885.		<sup>1</sup> Form. 217.
214	Kincardine O'Neil, Abdns.	[P.T. 1838]	
„	Lamlash, Arran, 1885	[S.O. 1838]	
215	Lanark	[P.T. 1838]	
216	Langholm, Dumfs.	[P.T. 1825]	
217	Largs, <sup>2</sup> Ayrs.	[P.T. 1835]	<sup>2</sup> Aftds. 213.
„	Upper Largo, <sup>3</sup> Fife. 1885	[P.P. 1824]	<sup>3</sup> Form. Largo.
218	Lauder, <sup>4</sup> Berwks.	[P.T. 1838]	<sup>4</sup> Aftds. 360 and 437.
„	—1856.		
„	Lochgelly, Fife. 1874	[—1838]	
219	Laurencekirk, Kincs.	[P.T. 1838]	
220	Leadhills, Lanarks.	[ „ ]	
„	Larkhall, Lanarks. 1885	[—1838]	
221	Leith, Midl.	[P.T. 1838]	
222	Lumsden, <sup>5</sup> Abdns.	[—1838]	<sup>5</sup> Or Leithlumsden.
„	Leuchars, Fife. 1885	[P.P. 1825]	
223	Lerwick, Shetlands.	[P.T. 1838]	
224	Lynwilg*, Invnss.	[S.O. 1838]	
„	Ledaig, Argyll. 1892	[—1838]	
225	Laggan, Invnss.	[S.O. 1838]	
„	Lentran, Invnss. 1885	[—1857]	
226	Lochcarron, Ross.	[—1838]	
227	Lochearnhead, Perth.	[S.O. 1838]	
228	Lesmahagow, <sup>6</sup> Lanarks.	[P.T. 1838]	<sup>6</sup> Aftds. 488.
„	Lochgoilhead, Argyll. 1885	[—1838]	
229	Leven, Fife.	[P.T. 1824]	
230	Linlithgow	[P.T. 1838]	
231	Lochalsh*, <sup>7</sup> Ross.	[P.T. 1833]	<sup>7</sup> Aftds. Balmacara.
232	Lochgilphead, Argyll.	[P.T. 1826]	
233	Locherbie, Dumfs.	[P.T. 1838]	
234	Lochmaddy, Hebrides	[S.O. 1838]	
235	Lochmaben, <sup>8</sup> Dumfs.	[ „ ]	<sup>8</sup> Aftds. 667.
„	Lossiemouth, Elgins. 1885	[P.P. 1832]	
236	Lochinver, <sup>9</sup> Suth.	[S.O. 1838]	<sup>9</sup> Aftds. 506.
„	Luib, Perth. 1885	[—1857]	
237	Lairg, Suth.	[—1838]	
238	Longhope, Orkneys	[ „ ]	
„	Longniddry, Hadds. 1885	[ „ ]	
239	Luss, Dumbs.	[S.O. 1838]	
240	Lybster, Caith.	[ „ ]	
241	Markinch, Fife.	[P.P. 1825 : P.T. 1838]	
242	Mauchline, Ayrs.	[P.T. 1823]	
243	Maybole, Ayrs.	[P.T. 1831]	
244	Melrose, Roxsh.	[P.T. 1838]	
245	Meigle, Perth.	[ „ ]	
246	Melvich, Suth.	[S.O. 1838]	
247	Mey, Caith.	[ „ ]	
„	Moy, <sup>10</sup> Invnss. 1885.		<sup>10</sup> Form. 259.
248	Mintlaw, Abdns.	[P.T. 1838]	
249	Methlick, „	[S.O. 1838]	

249	Macduff, <sup>1</sup> Banffs. 1885.		<sup>1</sup> Form. 37.
250	Monymusk, Abdns.	[S.O. 1838]	
„	Milnathort, Kinross. 1885	[P.P. 1825]	
251	Montrose, Forfars.	[P.T. 1838]	
252	St. Cyrus, Kincs.	[—1838]	
„	Monktown, Ayr. 1884	[ „ ]	
253	Mossat, Abdns.	[S.O. 1838]	
„	Millport, Bute, 1884	[P.P. 1835]	
254	Mortlach*, <sup>2</sup> Banffs.	[S.O. 1838]	<sup>2</sup> Aftds. Dufftown, 415.
„	Methill, Fife. 1886	[—1857]	
255	Mid Calder, Midl.	[P.T. 1838]	
256	Moffat, Dumfs.	[ „ ]	
257	Moniave, „	[S.O. 1838]	
„	Mossend, Lanarks. 1888	[—1857]	
258	Morvern, Argyll.	[S.O. 1838]	
259	Moy, <sup>3</sup> Invnss.	[—1838]	<sup>3</sup> Aftds. 247.
„	Montgreenan, Ayr. 1886	[—1857]	
260	Muir drum, Forfars.	[P.T. 1838]	
„	Munlochy, <sup>4</sup> Ross. 1885.		<sup>4</sup> Form. 261.
261	Munlochy, <sup>5</sup> Ross.	[S.O. 1838]	<sup>5</sup> Aftds. 260.
„	Minto, Roxsh. 1888	[—1857]	
262	Muirkirk, Ayr.	[S.O. 1838]	
263	Musselburgh, Midl.	[P.P. 1800]	
264	Nairn	[P.T. 1838]	
265	Newburgh, Fife.	[ „ ]	
266	New Galloway, Kirks.	[S.O. 1838]	
267	New Deer, <sup>6</sup> Abdns.	[ „ ]	<sup>6</sup> Aftds. 399.
„	Newington, Edinburgh, 1885	[P.P. 1838]	
268	New Pitsligo, Abdns.	[P.T. 1838]	
„	Newmilns, Ayr. 1885	[—1838]	
269	Newport, <sup>7</sup> Fife.	[P.T. 1838]	<sup>7</sup> Aftds. 607.
„	New Cumnock, <sup>8</sup> Ayr. 1885.		<sup>8</sup> Form. 384.
270	Newton Stewart, Wigt. ns.	[P.T. 1834]	
271	Noblehouse*, <sup>9</sup> Peebles.	[P.T. 1838]	<sup>9</sup> Aftds. 272.
„	Nigg Station, Ross. 1885	[—1857]	
272	North Queensferry, <sup>10</sup> Fife.	[P.T. 1838]	<sup>10</sup> Aftds. 560.
„	Noblehouse*, <sup>11</sup> Peebles. 1885.		<sup>11</sup> Form. 271.
„	Mountain Cross, Peebles. 1894	[—1857]	
273	Oban, Argyll.	[P.T. 1825]	
274	Old Meldrum, Abdns.	[P.T. 1838]	
275	Old Rain*, <sup>12</sup> „	[ „ ]	<sup>12</sup> Aftds. Old Rayne.
„	Old Aberdeen, Abdns. 1885	[P.P. 1829]	
276	Orton, Elgins.	[S.O. 1838]	
„	Pencaitland, Hadds. 1885	[P.P. 1838]	
277	Paisley, Renfs.	[P.T. 1827]	
278	Parkhill*, Invns.	[P.T. 1838]	
„	Kildary, Ross, 1906	[—1857]	
279	Peebles	[P.T. 1823]	
280	Perth	[P.T. 1833]	
281	Peterhead, Abdns.	[P.T. 1838]	

282	Pitcaple. Abdns.	[S.O. 1838]	
283	Pittenweem, Fife.	[P.T. 1838]	
284	Pitlochry, Perth.	[P.T. 1827]	
285	Poolewe, Ross.	[—1838]	
„	Port Appin, <sup>1</sup> Argyll. 1885	[—1857]	<sup>1</sup> Also 425 ; 285 probably an error.
286	Portaskaig, <sup>2</sup> Argyll.	[P.T. 1838]	<sup>2</sup> Aftds. 439.
„	Parton, Kirks. 1885	[P.P. 1834]	
287	Port Glasgow, Renfs.	[P.T. 1838]	
288	Portpatrick, <sup>3</sup> Wigtws.	[ „ ]	<sup>3</sup> Aftds. 292.
„	Port Monteith Station, <sup>4</sup> Perth. 1885	[—1857]	<sup>4</sup> Aftds. 670. Now P. of Monteith Station.
289	Portree, Skye	[P.T. 1830]	
290	Portsoy, Banffs.	[P.T. 1838]	
291	Port William, <sup>5</sup> Wigtws.	[ „ ]	<sup>5</sup> Also 381.
292	Poyntzfield, Ross.	[—1838]	
„	Portpatrick, <sup>6</sup> Wigtws. 1885.		<sup>6</sup> Form. 288.
293	Prestonkirk, Hadds.	[P.T. 1838]	
294	Rachan Mill*, Peebles.	[ „ ]	
„	Rannoch*, <sup>7</sup> Perth. 1885	[P.P. 1827]	<sup>7</sup> P.O. now at R. Station, 678.
295	Renfrew	[S.O. 1838]	
296	Rhynie, Abdns.	[ „ ]	
297	Roths, Elgins.	[ „ ]	
298	Rothsay, Bute	[P.T. 1834]	
299	Rothiemay, Banffs.	[P.P. 1838]	
„	Rogart, Suth. 1885	[—1838]	
300	St. Andrews, Fife.	[P.T. 1838]	
301	St. Boswells Green*, <sup>8</sup> Roxsh.	[ „ ]	<sup>8</sup> Aftds. St. Boswells.
302	Saltcoats, Ayr.	[P.T. 1827]	
303	Sanquhar, Dumfries.	[P.T. 1834]	
304	Scourie, Suth.	[S.O. 1838]	
„	St. Monance, Fife. 1885	[—1838]	
305	Selkirk	[P.T. 1834]	
306	South Queensferry, Linth.	[P.T. 1838]	
307	Stewarton, Ayr.	[ „ ]	
308	Stirling	[P.T. 1826]	
309	Stonehaven, Kincs.	[P.T. 1838]	
310	Stornaway, Hebrides	[ „ ]	
311	Stow, Midl.	[ „ ]	
312	Stranraer, Wigtws.	[P.T. 1833]	
313	Strathaven, Lanarks.	[S.O. 1838]	
314	Strathdon, Abdns.	[P.T. 1838]	
„	Stanley, Perth. 1885	[—1838, but P.P. by 1840]	
315	Strichen, <sup>9</sup> Abdns.	[S.O. 1838]	<sup>9</sup> Aftds. 497.
„	Salen, Argyll. 1885	[—1857]	
316	Stromness, Orkneys	[S.O. 1838]	
317	Strontian, Argyll.	[P.T. 1834]	
318	Skene, Abdns.	[S.O. 1838]	
„	Strathmiglo, Fife. 1885	[P.P. 1825]	
319	St. Margaret's Hope, <sup>10</sup> Orkneys	[—1838]	<sup>10</sup> Aftds. 604.
„	Tullypowrie*, Perth. 1885	[—1857]	
„	Strathtay, Perth. 1899	[ „ ]	



320	Tain, Ross.	[P.T. 1838]	
321	Tarbert, <sup>1</sup> Argyll.	[ „ ]	<sup>1</sup> Aftds. 440.
„	Muir of Ord, Ross. 1885	[—1838]	
322	Tarland, Abdns.	[S.O. 1838]	
323	Thornhill, Dumfs.	[P.T. 1838]	
324	Thurso, Caith.	[ „ ]	
325	Tobermory, Mull	[P.T. 1833]	
326	Tomintoul, <sup>2</sup> Banffs.	[S.O. 1838]	<sup>2</sup> Aftds. 639.
„	Tayport, <sup>3</sup> Fife.		<sup>3</sup> Form. Ferryport-on-Craig, 352.
327	Tomnavoulin, Banffs.	[—1838]	
„	Torphins, Abdns. 1885	[ „ ]	
328	Tongue, Suth.	[S.O. 1838]	
„	Taynuilt, Argyll. 1885	[—1857]	
329	Tranent, Hadds.	[P.P. 1834]	
330	Troon, Ayrs.	[S.O. 1838]	
331	Turriff, Abdns.	[P.T. 1831]	
332	Tyndrum, <sup>4</sup> Perth.	[S.O. 1838]	<sup>4</sup> Aftds. 569.
„	Tyree*, <sup>5</sup> Hebrides, 1885	[P.P. 1833 : S.O. 1838]	<sup>5</sup> Aftds. Scarinish.
333	Udny, Abdns.	[—1838]	
„	Uddingston, Lanarks. 1885	[ „ ]	
334	Ullapool, Ross.	[ „ ]	
335	Watten, Caith.	[ „ ]	
336	West Kilbride, <sup>6</sup> Ayrs.	[S.O. 1838]	<sup>6</sup> Aftds. 337.
„	Windygates, Fife. 1885	[P.P. 1832]	
337	Whitburn, <sup>7</sup> Linths.	[P.T. 1832]	<sup>7</sup> Aftds. 447.
„	West Kilbride, <sup>8</sup> Ayrs.		<sup>8</sup> Form. 336.
338	Whithorn, Wigtns.	[P.T. 1838]	
339	Wick, Caith.	[ „ ]	
340	Whitehouse, <sup>9</sup> Peebles.	[—1838]	<sup>9</sup> Aftds. 654.
„	Walkerburn, Wigtns. 1885	[—1857]	
341	Wigtown	[P.T. 1829]	
342	Wishaw, Lanarks.	[S.O. 1838]	
The 1844 list ended here. Nos. 343 to 366 were added 1844 to 1856.			
343	Ford, Midl.	[P.P. 1833]	
344	Lasswade, Midl.	[P.P. 1834]	
345	Loanhead, <sup>10</sup> Midl.	[ „ ]	<sup>10</sup> Aftds. 479.
346	North Berwick, Hadds.	[P.P. 1826]	
347	Penicuik, Midl.	[P.P. 1834]	
348	Portobello, „	[ „ ]	
349	Prestonpans, Hadds.	[ „ ]	
350	Slateford, <sup>11</sup> Midl.	[ „ ]	<sup>11</sup> Aftds. 360.
„	Tarbolton, Ayrs. 1885	[P.P. 1829]	
351	Winchburgh, <sup>12</sup> Linths.	[—1838]	<sup>12</sup> Aftds. 624.
„	The Mound, Suth. 1885	[—1857]	
352	Ferryport-on-Craig*, <sup>13</sup> Fife.	[P.P. 1834]	<sup>13</sup> Aftds. Tayport, 326.
„	Altnabreac, Caith. 1885	[—1857]	
353	Strachur, Argyll.	[—1838]	
„	Burghead, Elgins. 1885	[P.P. 1830]	
354	?		

354	Bonnybridge, Stirls. 1885	[ -1838]	
355	Dalnacardoch*, <sup>1</sup> Perth.	[ „ ]	<sup>1</sup> Also 45.
„	Boness, <sup>2</sup> Linths. 1885.		<sup>2</sup> Form. 52.
356	Trinafour*, Perth.	[ -1838]	
„	Inversnaid, Perth. 1885	[ -1857]	
357	Alexandria, <sup>3</sup> Dumbs.	[P.P. 1838]	<sup>3</sup> Aftds. 9.
„	Stonehouse, Lanarks. 1885	[P.P. 1833]	
358	Tillicoultry, Clacks.	[P.P. 1838]	
359	Drem, Hadds.	[ -1838]	
360	Lauder, <sup>4</sup> Berwks.		<sup>4</sup> Form. 218 : aftds. 437.
„	Slateford, <sup>5</sup> Midl. 1885.		<sup>5</sup> Form. 350.
361	Motherwell, Lanarks.	[ -1838]	
362	Ratho, Midl.	[P.P. 1834]	
363	Liberton, <sup>6</sup> Midl.	[ „ ]	<sup>6</sup> Aftds. 626.
„	Eyemouth, <sup>7</sup> Berwks. 1885		<sup>7</sup> Form. 138.
364	Bridge of Allan, Stirls.	[ -1838]	
365	Ladybank, Fife.	[ „ ]	
366	Insch, Abdns.	[ „ ]	
The lists for 1856 and 1857 ended here. Nos. 367-412 were added 1857-74.			
367	Barrhead, Renfs.	[P.P. 1824]	
368	Stobo, Peebles.	[ -1838]	
369	Coatbridge, Lanarks.	[P.P. 1838]	
370	Milngavie, Dumbs.	[P.P. 1819]	
„	Stevenston, Ayr. 1892	[P.P. 1834]	
371	Maryhill, Lanarks.	[P.P. 1819]	
372	Baillieston, „	[ -1838]	
„	St. Ninians, Stirls. 1892	[P.P. 1838]	
373	?		
„	Whiting Bay, Arran, 1885	[ -1857]	
374	Lennoxtown, Stirls.	[P.P. 1827]	
„	Upper Keith, Banffs. 1892	[ -1838]	
375	Partick, Lanarks.	[P.P. 1826]	
376	Cumbernauld, Dumbs.	[P.P. 1823]	
„	Tarbet, Loch Lomond, Dumbs. 1892	[ -1857]	
377	Fordoun, Kincs.	[S.O. 1838]	
378	Dalbeattie, Kirks.	[P.P. 1832]	
379	Aviemore, Invnss.	[ -1838]	
380	Ballinluig, Perth.	[ „ ]	
381	Blackford, „	[ „ ]	
„	Port William, <sup>8</sup> Wigt. 1885.	[P.T. 1838]	<sup>8</sup> Also 291.
382	Fearn, Ross.	[P.P. 1838]	
383	Portmahomack, Ross.	[ „ ]	
384	New Cumnock, <sup>9</sup> Ayr.	[P.P. 1834]	<sup>9</sup> Aftds. 269.
385	Leslie, Fife.	[P.P. 1825]	
386	Kirkcowan, Wigt.	[P.P. 1834]	
387	Newtown St. Boswells, Roxsh.	[ -1857]	
388	Menstrie, Clacks.	[P.P. 1838]	
389	Alva, „	[ -1838]	
390	Dollar, „	[P.P. 1832]	

391	?		
„	Highland Sorting Carriage, 1892.		
392	Muthill, Perth.	[ -1838]	
393	Chirnside, Berwks.	[P.P. 1823]	
394	Edrom, „	[ -1838]	
395	Grantshouse, „	[ „ ]	
396	Charlotte Place*, Edinburgh	[ -1857]	
„	Lynedoch Place*, Edinburgh, 1892	[ -1857]	
397	Govan, Lanarks.	[P.P. 1832]	
398	Hillhead, Glasgow	[ -1838]	
399	Greenburn*, <sup>1</sup> Linths.	[ „ ]	<sup>1</sup> Aftds. Fauldhouse, 631.
„	New Deer, <sup>2</sup> Abdns. 1899.		<sup>2</sup> Form. 267.
400	Shotts, Lanarks.	[P.P. 1832]	
401	Pollokshaws, Lanarks.	[P.P. 1818]	
402	?		
„	Perth & Aberdeen S.C. 1892.		
403	Causewayhead, Stirls.	[ -1838]	
404	Strathyre, Perth.	[ -1857]	
405	Murthly Station*, <sup>3</sup> Perth.	[ „ ]	<sup>3</sup> P.O. aftds. at Murthly.
406	Johnstone, <sup>4</sup> Renfs.		<sup>4</sup> Form. 188.
407	Strome Ferry, Ross.	[ -1857]	
408	Currie, Midl.	[P.P. 1834]	
409	Larbert, Stirls.	[P.P. 1826]	
410	Dolphinton, Lanarks.	[P.P. 1838]	
411	Murrayfield, Midl.	[ -1838]	
412	Cambus, Clacks.	[ -1857]	
The 1874 list ended here. Nos. 413 to 539 were supplied 1874 to 1887. From here, unless otherwise mentioned, offices receiving numbers for the first time had been opened between 1838 and 1857.			
413	Woodside, Abdns.	[P.P. 1829]	
414	Cornhill, Banffs.		
415	Dufftown, <sup>5</sup> „		<sup>5</sup> Form. Mortlach, 254.
416	Polmont, Stirls.	[P.P. 1825]	
417	Dreghorn, Ayrs.		
418	Ringford, Kirks.		
419	Twynholm, Kirks.		
420	Kirkgunzeon, Kirks.		
421	Dalry, Galloway, Kirks.	[P.P. 1834]	
422	Prestwick, Ayrs.		
423	Braemar, <sup>6</sup> Abdns.		<sup>6</sup> Form. 56.
424	Guthrie, Forfars.	[ -1857]	
425	Port Appin, <sup>7</sup> Argyll.		<sup>7</sup> Also 285.
426	George St., Edinburgh	[ -1857]	
427	Auchinleck, Ayrs.	[P.P. 1838]	
428	Reston, Berwks.		
429	Earlston, <sup>8</sup> „		<sup>8</sup> Form. 129.
430	Arrochar, <sup>9</sup> Dumbs.		<sup>9</sup> Form. 20.
431	Lochawe, Argyll.	[ -1857]	
432	Auldgirth, Dumfs.		



433	Ardrishaig, Argyll.		
434	Abernethy, <sup>1</sup> Perth.		<sup>1</sup> Aftds. 588.
„	—1906.		
435	Alford, <sup>2</sup> Abdns.		<sup>2</sup> Form. 6.
436	Auchencairn, Kirks.	[P.P. 1832]	
437	Lauder, <sup>3</sup> Berwks.		<sup>3</sup> Form. 218 and 360.
438	Lamington, Lanarks.		
439	Portaskaig, <sup>4</sup> Argyll.		<sup>4</sup> Form. 286.
440	Tarbert, <sup>5</sup> Loch Fyne, Argyll.		<sup>5</sup> Form. 321.
441	Bowmore, <sup>6</sup> Argyll.		<sup>6</sup> Form. 53.
442	Port Ellen, Islay.		
443	Wemyss Bay, Renfs.		
444	Bonnyrig, Midl.	[—1857]	
445	Lower Largo, Fife.		
446	Iona, Hebrides.		
447	Whitburn, <sup>7</sup> Linths.		<sup>7</sup> Form. 337.
448	Strathpeffer, Ross.	[P.P. 1834]	
449	Roslin, Midl.	[P.P. 1834]	
450	West Linton, Peebles.		
451	Culter Cullen, Abdns.	[—1857]	
452	Davidson's Mains, Midl.		
453	Corrie, Arran.		
454	Broxburn, Midl.		
455	Carron, Stirls.	[P.P. 1838]	
456	Redgorton, Perth.		
457	Armada Station, Linths.	[—1857]	
458	Fife Sorting Tender.		
459	Kincardine, <sup>8</sup> Fife.		<sup>8</sup> Form. 204 : aftds. 705.
460	Carradale, <sup>9</sup> Argyll.		<sup>9</sup> Form. Glencarradle ; 'guaranteed post'.
461	Clachan, „		
462	Tayinloan, „	[P.P. 1838]	
463	Kinlochmoidart, <sup>10</sup> Invns.		<sup>10</sup> Aftds. Moidart.
„	—1906.		
464	Gourock, Renfs.	[P.P. 1831]	
465	East Wemyss, <sup>11</sup> Fife	[P.P. 1832]	<sup>11</sup> Form. Wemyss.
466	Freuchie, Fife	[—1857]	
467	Rousay, Orkneys.		
„	—1892, 1906.		
468	Falkland, <sup>12</sup> Fife.		<sup>12</sup> Form. 140.
469	East Grange Station, Fife.	[—1857]	
470	Fortingal, Perth.	[—1838, but P.P. by 1840]	
471	Armada Station, Linths.		
472	Blain*, ?		
„	—1892, 1906.		
473	?		
„	Laudale, Argyll. 1892	[—1857]	
474	Ratho Station, Midl.	[ „ ]	
475	New Galloway Station, Kirks.	[ „ ]	
476	Longriggend, Lanarks.	[ „ ]	
477	Skinflats*, <sup>13</sup> Stirls.	[ „ ]	<sup>13</sup> Aftds. Bothkennar.

478	Guardbridge, Fife.		
479	Loanhead, <sup>1</sup> Midl.		<sup>1</sup> Form. 345.
480	Dailly, Ayr.	[P.P. 1831]	
481	Roxburgh	[—1857]	
482	Juniper Green, Midl.		
483	Gorebridge, „		
484	Johnshaven, Kincs.		
485	Ormiston, Hadds.	[P.P. 1838]	
486	Yetholm, Roxsh.		
487	Kettle*, <sup>2</sup> Fife.		<sup>2</sup> Form. 195. Aftds. Kingskettle.
488	Lesmahagow, <sup>3</sup> Lanarks.		<sup>3</sup> Form. 228.
489	Polmont Station*, Stirls.	[—1857]	
490	Balerno, Midl.		
491	Glenbarr, Argyll.		
492	Blairmore, „	[—1857]	
493	Rowardennan, Stirls.	[ „ ]	
494	West Wemyss, Fife.		
495	Tighnabruaich, Argyll.	[—1857]	
496	Monifieth, Forfars.		
497	Strichen, <sup>4</sup> Abdns.		<sup>4</sup> Form. 315.
498	?		
	„ Brucklay, <sup>5</sup> Abdns. 1892.		<sup>5</sup> Form. Brucklaw, 63.
499	Douglas, <sup>6</sup> Lanarks.		<sup>6</sup> Form. 106.
500	Kilchrenan, Argyll.	[P.P. 1833]	
501	Port Sonachan, Argyll.	[—1857]	
502	Renton, Dumbs.	[P.P. 1838]	
503	Crianlarich, <sup>7</sup> Perths.	[—1857]	<sup>7</sup> Also 95.
504	Dalmeny, Linths.	[ „ ]	
505	Beattock, Dumfs.	[ „ ]	
506	Lochinver, <sup>8</sup> Suth.		<sup>8</sup> Form. 236.
507	Isle of Whithorn, Wigtns.		
508	Lilliesleaf, Roxsh.	[P.P. 1834]	
509	Auchmill*, <sup>9</sup> Abdns.		<sup>9</sup> Aftds. Bucksburn.
510	Palnure, Kirks.	[—1857]	
511	Oyne, Abdns.		
512	Balblair, Nairns.		
513	Kinlochbervie, Suth.		
514	Cardross, Dumfs.		
515	Castlebay, Hebrides	[—1857]	
516	Lochboisdale Pier*, <sup>10</sup> Hebrides	[ „ ]	<sup>10</sup> Aftds. Lochboisdale.
517	Philpstoun, Linths.	[ „ ]	
518	Inverie*, <sup>11</sup> Invnss.		<sup>11</sup> Aftds. Knoydart.
519	Kinlochewe, Ross.		
520	Friockheim, Forfars.		
521	Collieston, Abdns.		
522	Cove*, <sup>12</sup> Aberdeen, Kincs.		<sup>12</sup> Aftds. Cove Bay.
523	Lumphanan, Abdns.		
524	Broughton, Peebles	[—1857]	
525	Old Deer, Abdns.		
526	Thankerton, Lanarks.	[—1857]	

527	Galston, Ayr.	[P.P. 1827]
528	Glenboig, Lanarks.	[—1857]
529	Tynehead, Midl.	[ „ ]
530	Bishopton, Renfs.	[P.P. 1829]
531	East Calder, Midl.	[—1857]
532	Lhanbryde, Elgins.	
533	Addiewell, Midl.	[—1857]
534	Ardeonaig, Perth.	[ „ ]
535	Ardalnaig, „	[ „ ]
536	Fearnan, „	[ „ ]
537	Lawers, „	[ „ ]
538	Gullane, Hadds.	[P.P. 1826]
539	Cardenden, Fife.	[—1857]

The 1885 list ended here, but the numbers above 490 do not seem to have been actually supplied until 1886 and 1887. Nos. 540 to 641 were added 1887–1892.

540	Archiestown, Elgins.	
541	Craignure, Mull	[—1857]
542	Connell, Argyll.	[ „ ]
543	Lochbuie, Mull	[ „ ]
544	King Edward, Abdns.	
545	Onich, Invnss.	
546	Staffin, Skye	[—1857]
547	Airth Road Station, Stirls.	[ „ ]
548	Skelmorlie, Ayr.	[ „ ]
549	Newmains, Lanarks.	
550	Stenhousemuir, Stirls.	[—1857]
551	Kilbirnie, Ayr.	[P.P. 1835]
552	Lochearnhead Station*, Perth.	[—1857]
„	Balquhidder Station*, Perth. 1906	[—1857]
553	Crookham, <i>Northumberland</i>	[—1857]
554	Newmills, Fife.	[P.P. 1825]
555	Sauchie, Clacks.	
556	Bellshill, Lanarks.	[P.P. 1831]
557	Shiskine, <sup>1</sup> Arran.	
558	Law, Lanarks.	[—1857]
559	Caldercruix, Lanarks.	
560	North Queensferry, <sup>2</sup> Fife.	
561	Auchterless Station, Abdns.	[—1857]
562	Strone, Argyll.	
563	Kames, „	[—1857]
564	Lonmay, Abdns.	
565	Eskbank, <sup>3</sup> Midl.	[—1857]
„	—1906.	
566	Avonbridge, Stirls.	[—1857]
567	Skeabost Bridge, <sup>4</sup> Skye.	
568	Denino, Fife.	
569	Tyndrum, <sup>5</sup> Perth.	
570	Cove, Dumbs.	

<sup>1</sup> Aftds. 659.

<sup>2</sup> Form. 272.

<sup>3</sup> Aftds. 718.

<sup>4</sup> Form. Skeabost.

<sup>5</sup> Form. 332.



571	Kilcreggan, Dumbs.		
572	Struan, Skye		
573	Hollandbush*, Stirls.	[ -1857]	
574	Collessie, Fife.		
575	Aberfoyle, Perth.		
576	Uphall Station, Linths.	[ -1857]	
577	Gateside, Fife.		
578	Gartmore Station, Perth.	[ -1857]	
579	Cladich, Argyll.	[ „ ]	
580	Lochwinnoch, Renfs.	[P.P. 1827]	
581	Acharacle, Argyll.	[ -1857]	
582	Slamannan, Stirls.		
583	Methven, Perth.	[P.P. 1833]	
584	Oxton, Berwks.		
585	Glendaruel, Argyll.	[P.P. 1838]	
586	Urray, Ross.		
587	Strathconon, Ross.	[ -1857]	
588	Abernethy, <sup>1</sup> Perth.		<sup>1</sup> Form. 434.
589	Aberdour, <sup>2</sup> Fife.		<sup>2</sup> Form. 3.
590	Thornton, „	[ -1838, but P.P. by 1840]	
591	Tarbolton Station, Ayr.	[ -1857]	
592	Row, Dumbs.	[P.P. 1835]	
593	Garelochhead, Dumbs.	[P.P. 1838]	
594	Glenfarg, Perth.	[ -1857]	
595	Shandon, Dumbs.	[ „ ]	
596	Hollybush, Ayr.	[ „ ]	
597	Stravithie, Fife.	[ „ ]	
598	Riccarton, Kilmarnock, Ayr.		
599	Carsaig, Mull	[ -1857]	
600	Croggan, „	[ „ ]	
601	Rum, Hebrides	[ „ ]	
602	Gailes Camp*, Irvine, Ayr.	[ „ ]	
603	Galloway Sorting Tender	[ „ ]	
604	St. Margarets Hope, <sup>3</sup> Orkneys		<sup>3</sup> Form. 319.
605	Ruthwell, Dumfries.	[ -1857]	
606	Muthill Station*, Perth.	[ „ ]	
607	Newport, <sup>4</sup> Fife.		<sup>4</sup> Form. 269.
608	Cobbinshaw, Midl.	[ -1857]	
609	Coalburn, Lanarks.	[ „ ]	
610	Kilninver, Argyll.		
611	Orton Station, Elgins.	[ -1857]	
612	Lismore, Argyll.		
	„ -1906.		
613	Chapelton, Lanarks.		
614	Blackshiels, <sup>5</sup> Hadds.		<sup>5</sup> Form. 42.
615	Heriot, Midl.		
616	Leadburn, <sup>6</sup> Midl.		<sup>6</sup> Form. Leadburn Toll.
617	Lamancha, Peebles	[ -1857]	
618	Blackhall, Midl.		
619	Cramond, „	[P.P. 1834]	

620	Cramond Bridge, Midl.		
621	Fountainhall, „		
622	Crosslee*, „		
623	Gordon, Berwks.		
624	Winchburgh, <sup>1</sup> Linths.		<sup>1</sup> Form. 351.
625	Uphall, Linths.	[P.P. 1834]	
626	Liberton, <sup>2</sup> Midl.		<sup>2</sup> Form. 363.
627	Polton, „	[—1857]	
628	Rosewell, „		
629	Rosslyn Castle, Midl.	[—1857]	
630	Gilmerton, Perth.		
631	Fauldhouse, <sup>3</sup> Linths.		<sup>3</sup> Form. Greenburn, 399.
632	West Calder, Midl.		
633	Macmerry, Hadds.	[—1857]	
634	<sup>4</sup> Milton Bridge, Midl.		<sup>4</sup> See note to 668, <i>post</i> .
	„ —1906.		
635	Kings Cross, Arran	[—1857]	
636	Rumbling Bridge, Kinross.	[ „ ]	
637	Fionphort, Mull	[ „ ]	
638	Kirkhill, Invnss.	[ „ ]	
639	Tomintoul, <sup>5</sup> Banffs.		<sup>5</sup> Form. 326.
640	Drumoak, Abdns.		
641	Craighouse, <sup>6</sup> Jura.		<sup>6</sup> Form. Jura, 190.
The 1892 list ended here, further numbers being added 1892–1899. About the end of the latter year marks ceased to be made bearing the numbers.			
642	Howwood, Renfs.		
643	Kilbarchan, Renfs.	[P.P. 1838]	
644	Machany, Perth.	[—1857]	
645	Dunecht, Abdns.	[ „ ]	
646	Tarves, „		
647	Balloch, Dumbs.	[—1857]	
648	Conon Bridge, Ross.		
649	Meikleour, Perth.		
650	Newcastleton, Roxsh.	[P.P. 1825]	
651	Ancrum, Roxsh.		
652	Blair Adam Station, Kinross.	[—1857]	
653	Kippen Station, Stirls.	[ „ ]	
654	Whitehouse, <sup>7</sup> Peebles.		<sup>7</sup> Form. 340.
655	Achluachrach*, Invnss.	[—1857]	
	„ Glenborrodale*, Argyll. 1906	[ „ ]	
656	Comrie, <sup>8</sup> Perth.		<sup>8</sup> Form. 79.
657	Blacksboat, Elgins.	[—1857]	
658	Mindrim Mill*, <sup>9</sup> <i>Northumberland</i>	[ „ ]	<sup>9</sup> P.O. aflds. at Mindrum, Northd.
	„ —1906.		
659	Shiskine, <sup>10</sup> Arran.		<sup>10</sup> Form. 557.
660	Deanston, Perth.		
661	Westfield, Linths.	[—1857]	
662	St. Fillans, Perth.		
663	Springfield, Dumfs.	[P.P. 1838]	

664	Haywood, Lanarks.	[ -1857]
665	Eddleston, <sup>1</sup> Peebles.	
666	Grenadier Steamer.	
667	Lochmaben, <sup>2</sup> Dumfs.	
668	Auchendinny*, <sup>3</sup> Midl.	[ -1857]
„	—1906.	
669	Aros, <sup>4</sup> Mull.	
670	Port of Menteith Station, <sup>5</sup> Perth.	
671	Kilconquhar, Fife.	
672	Bridge of Weir, Renfs.	[P.P. 1838]
673	Glengarnock, Ayr.	
674	Kilmalcolm, Renfs.	
675	Crossgates, Fife.	[P.P. 1835]
676	Ardlui, Dumbs.	[ -1857]
677	Dalbeallie*, Elgins.	[ „ ]
„	Knockando, Elgins. 1906.	
678	Rannoch Station, Perth.	[ -1857]
679	Roy Bridge, Invnss.	[ „ ]
680	Spean Bridge, „	[ „ ]
681	Tulloch, <sup>6</sup> „	[ „ ]
682	Bridge of Orchy, Argyll.	
683	Amisfield, Dumfs.	
684	Kirkmuirhill, Lanarks.	[ -1857]
685	Kinloch Rannoch, Perth.	[ „ ]
686	Maud, Abdns.	[ „ ]
687	Darvel, Ayr.	
688	Strathcarron, Ross.	[ -1857]
689	Achanalt, „	[ „ ]
690	Achnashellach, „	[ „ ]
691	Lochbroom, „	
692	Lochluichart, „	[ -1857]
693	Forsinard, Suth.	[ „ ]
694	Kinbrace, „	[ „ ]
695	Glenfinnan, Invnss.	[ „ ]
696	Blackmill Bay, Argyll.	[ „ ]
697	Plockton, Ross, 1896.	
„	Berriedale, Caith, 1896 and 1904.	
698	Latheron, Caith, 1896.	
„	Bank, Ayr. 1896 (and 1906 list)	[ -1857]
699	Toberonochy, Argyll.	[ „ ]
700	Cornaig, Tyree	[ „ ]
701	Hartwood, Lanarks.	[ „ ]
702	Carron, Morays.	[ „ ]
703	Hurlford, Ayr.	[ „ ]
704	Kilchoan, Argyll.	[ „ ]
705	Kincardine, <sup>7</sup> Fife.	
706	Longmorn, Elgins.	[ -1857]
707	Balvicar, I. of Seil	[ „ ]
708	Blackburn, <sup>8</sup> Bathgate, Linths.	
709	Marchmont, Berwks.	[ -1857]

<sup>1</sup> Form. 132.<sup>2</sup> Form. 235.<sup>3</sup> There is an impression of Auchendinny (1894) in the proof books, with a rather indistinct number looking like 634.<sup>4</sup> Form. 23.<sup>5</sup> Form. 288.<sup>6</sup> Not in 1838 or 1857 lists, but there was an early p.o. here, called Tullich.<sup>7</sup> Form. 204 and 459.<sup>8</sup> Form. 51.



710	New Lanark, Lanarks.		
711	Kyle, Ayr.	[ -1857 ]	
712	Port Errol, Abdns.	[ „ ]	
713	Kinlocheil, Argyll.	[ „ ]	
714	Crawford, Lanarks.	[ „ ]	
715	Hatton, Abdns.	[ „ ]	
716	Boddam, Abdns.		
717	Raasay, Hebrides.		
718	Eskbank, <sup>1</sup> Dalkeith, Midl.		<sup>1</sup> Form. 565.
719	Lochailort, Invnss.	[ -1857 ]	
	„ -1906.		
720	Arisaig, <sup>2</sup> Invnss.		<sup>2</sup> Form. 18.
721	Kettleholm, Dumfs.	[ -1857 ]	
722	Bonawe Quarries, <sup>3</sup> Argyll.		<sup>3</sup> Form. Bonaw, 48.
723	Aberlady, Hadds.	[ P.P. 1826 ]	
724	Dirleton, „	[ „ ]	
725	Achnacarry, Invnss.	[ -1857 ]	
726	Aberchirder, <sup>4</sup> Banffs.		<sup>4</sup> Form. 5.
727	Cambuslang, Lanarks.	[ P.P. 1829 ]	
728	Newton, Glasgow, Lanarks.	[ P.P. 1834 ]	
729	Shettleston, „	[ P.P. 1838 ]	
730	Carstairs, „		
731	Kenmore, <sup>5</sup> Perths.		<sup>5</sup> Form. 196.
732	Craigmillar, Midl.	[ -1857 ]	
733	Roseheart, Abdns.	[ P.P. 1830 ]	
734	Strath, Ross.	[ -1857 ]	
735	Findochty, Banffs.		
736	Portknockie, Banffs.		
737	Langbank, Renfs.		
738	Auchenheath, Lanarks.	[ -1857 ]	
739	Netherburn, „	[ „ ]	
740	Quarter, „	[ „ ]	
741	Roseneath, Dumbs.	[ P.P. 1835 ]	
742	Clynder, „	[ -1857 ]	
743	Cleland, Lanarks.	[ „ ]	
744	Colonsay, Argyll.	[ „ ]	
745	Kilmun, „	[ P.P. 1838 ]	
746	Sandbank, „		
747	Toward Point, Argyll.	[ -1857 ]	
748	Inchbare, Forfars.	[ „ ]	
749	Bielside, Abdns.	[ „ ]	
750	} <i>Probably never allotted.</i>		
751			
752			
753			
754			
755	Canna, Invnss.	[ -1857 ]	

In the 1924 list the numbers only run to 87, all being preceded by S. Edinburgh is 33 and Glasgow, 42.

## LIST No. IV

## IRELAND

The Post Office for Southern Ireland was separated 1st April, 1922. Offices in Northern Ireland are distinguished by a dagger.

1	Abbeyleix, Queen's Co.	[P.T. 1838]	
2	Adare, co. Limk.	[ „ ]	
3	Ahascragh, co. Galw.	[P.T. 1832]	
„	Bunratty, <sup>1</sup> co. Clare, 1874.		<sup>1</sup> Form. 78.
4	Ardara, <sup>2</sup> co. Donegal	[P.T. 1833]	<sup>2</sup> Aftds. 561.
„	Cratloe, co. Clare, 1874	[—1838]	
5	Ardee, co. Louth	[P.T. 1833]	
6	Ardglass†, co. Down	[S.O. 1838]	
„	Ardrahan, <sup>3</sup> Galw. 1874.		<sup>3</sup> Form. 7.
7	Ardrahan, <sup>4</sup> Galw.	[P.T. 1838]	<sup>4</sup> Aftds. 6.
„	—1856, 1874.		
„	Abbeyfeale, co. Limk. 1885	[P.P. 1832]	
8	Armagh†	[P.T. 1832]	
9	—Ballingarry, <sup>5</sup> co. Limk. 1885.		<sup>5</sup> Form. 35.
10	Arklow, co. Wick.	[P.T. 1838]	
11	Arthurstown, co. Wexfd.	[P.T. 1832]	
„	—1874.		
„	Armoy†, co. Antrim, 1885	[—1838]	
12	Arva, <sup>6</sup> Cavan	[S.O. 1838]	<sup>6</sup> Aftds. 19.
„	Ashbourne, <sup>7</sup> Meath, 1874.		<sup>7</sup> Form. 13.
13	Ashbourne, <sup>8</sup> Meath	[P.T. 1838]	<sup>8</sup> Aftds. 12.
„	—1874.		
„	Aghadowey†, co. Londy. 1885	[—1838]	
14	Ashford, <sup>9</sup> co. Wick.	[P.T. 1835]	<sup>9</sup> Also used 41 in error.
15	Athboy, Meath.	[ „ ]	
16	Athenry, co. Galw.	[S.O. 1838]	
17	Athleague, co. Rose.	[ „ ]	
„	—1856, 1874.		
„	Ardsoillus*, Clare, 1885	[—1857]	
18	Athlone, co. Rose.	[P.T. 1832]	
19	—Arva, <sup>10</sup> Cavan, 1892.		<sup>10</sup> Form. 12.
20	Athy, co. Kildare	[P.T. 1833]	
21	Aughnacloy, Tyrone	[P.T. 1832]	
22	Aughrim, co. Galw.	[P.T. 1838]	
„	—1856, 1874.		
„	Aughrim, co. Wick. 1885	[—1838]	
23	Antrim†	[P.T. 1838]	
24	Askeaton, co. Limk.	[S.O. 1838]	
25	Bagenalstown, co. Carl.	[P.T. 1838]	
26	Bailieborough, <sup>11</sup> co. Cavan.	[ „ ]	<sup>11</sup> Aftds. 509.
„	Baily, co. Dub. 1874	[—1857]	
27	Balbriggan, co. Dub.	[P.T. 1833]	

28	Ballaghderin, co. Rosc.	[P.T. 1838]	
29	Ballina, <sup>1</sup> co. Mayo	[P.T. 1832]	<sup>1</sup> Also used 291 in error 1860.
30	Ballybay, co. Mon.	[P.T. 1838]	
31	Ballinakill, Queen's Co.	[S.O. 1838]	
„	Ballinamallard†, Ferm. 1874	[P.P. 1834]	
32	Ballinasloe, co. Galw.	[P.T. 1834]	
33	Ballincollig, <sup>2</sup> Cork	[P.T. 1838]	<sup>2</sup> Aftds. 549.
„	Ballybrack, co. Dub. 1874	[P.P. 1835]	
34	Ballinderry, Tip.	[S.O. 1838]	
„	—1857.		
„	Ballybofey, <sup>3</sup> co. Donegal, 1870	[—1857]	<sup>3</sup> Postal Guide, 1925, gives 'Ballybofey, or Stranorlar' (416).
35	Ballingarry, <sup>4</sup> co. Limk.	[P.T. 1838]	<sup>4</sup> Aftds. 9.
„	Ballycassidy†, Ferm. 1874	[—1838]	<sup>5</sup> Aftds. 507.
36	Ballinrobe, <sup>5</sup> co. Mayo	[P.T. 1838]	
„	—1857, 1874.		
„	Ballybrophy, Queen's Co. 1885		
	[—1838 and 1857, but P.O. in 1852]		
37	Ballycastle†, <sup>6</sup> co. Antrim	[P.T. 1838]	<sup>6</sup> Aftds. 41.
„	Ballybunion, co. Kerry, 1885	[—1838]	
38	Ballyclare†, co. Antrim	[S.O. 1838]	
39	Ballyconnell, <sup>7</sup> co. Cavan	[P.T. 1833]	<sup>7</sup> Aftds. 559.
„	—1856, 1874.		
„	Ballylongford, Kerry, 1885	[P.P. 1832]	
40	Ballybrittas, Queen's Co.	[P.T. 1838]	
„	Ballygawley†, <sup>8</sup> Tyrone, 1874.		<sup>8</sup> Form. 41.
41	<sup>9</sup> Ballygawley†, <sup>10</sup> Tyrone, 1874	[P.T. 1838]	<sup>9</sup> See note to 14, <i>ante</i> .
„	Ballycastle†, <sup>11</sup> Antrim, 1885.		<sup>10</sup> Aftds. 40.
42	Ballyglass, co. <sup>12</sup> Mayo	[P.T. 1833]	<sup>11</sup> Form. 37.
„	Balla, co. Mayo, 1885	[P.P. 1833]	<sup>12</sup> Aftds. 527.
43	Ballyhaise, Cavan	[S.O. 1838]	
„	Ballyglunin, <sup>13</sup> co. Galw. 1874	[—1838]	<sup>13</sup> Form. Ballyglunin Park.
44	Ballyjamesduff, co. Cavan	[P.T. 1838]	
„	Ballyhaunis, co. Mayo, 1874	[P.P. 1832]	
45	Ballymahon, co. Longfd.	[P.T. 1832]	
46	Ballymena†, co. Antrim	[P.T. 1833]	
47	Ballymoe, co. Galway	[S.O. 1838]	
48	Ballymoney†, co. Antrim	[P.T. 1838]	
49	Ballymore, Westmth.	[S.O. 1838]	
„	Ballymore Eustace, co. Kild. 1874		
	[P.P. 1835 : —1838]		
50	Ballymote, co. Sligo	[P.T. 1832]	
51	Ballynacargy, Westmth.	[P.T. 1838]	
„	Ballymurray, co. Rosc. 1874	[—1838]	
52	Ballynahinch†, co. Down	[S.O. 1838]	
53	Ballinamore, <sup>14</sup> co. Leitrim	[P.T. 1834]	<sup>14</sup> Aftds. 502.
„	Baltinglass, <sup>15</sup> co. Wick. 1874.		<sup>15</sup> Form. 85.
54	Ballyragget, co. Kilk.	[S.O. 1838]	
55	Ballyshannon, co. Donegal	[P.T. 1831]	
56	Ballytore, co. Kild.	[P.T. 1838]	
57	Banagher, King's Co.	[ „ ]	



58	Banbridge†, co. Down	[P.T. 1838]	
59	Bandon, co. Cork	[P.T. 1832]	
60	Bangor†, <sup>1</sup> co. Down	[P.T. 1838]	<sup>1</sup> Aftds. 534.
	„ Barnesmore, co. Donegal, 1874	[—1857]	
61	Bantry, co. Cork	[P.T. 1838]	
62	Belfast†, co. Antrim	[P.T. 1832]	
63	Bellaghy†, co. Londy.	[S.O. 1838]	
	„ Belleek†, Ferm. 1874	[P.P. 1833]	
64	Belmullet, <sup>2</sup> co. Mayo	[P.P. 1832 : P.T. 1838]	<sup>2</sup> Aftds. 74.
	„ Beauparc, Meath, 1874	[—1838]	
65	Belturbet, co. Cavan	[P.T. 1835]	
66	Broadford, Limerick	[S.O. 1838]	
	„ Bessbrook†, co. Armagh, 1874	[—1857]	
67	Blackwatertown†, co. Armagh	[S.O. 1838]	
	„ Blackrock, <sup>3</sup> Dublin, 1874.		<sup>3</sup> Form. 68.
68	Blackrock, <sup>4</sup> Dublin	[P.P. 1832]	<sup>4</sup> Aftds. 67.
	„ Booterstown, <sup>5</sup> Dublin, 1874.		<sup>5</sup> Form. 71.
69	Blessington, co. Wick.	[S.O. 1838]	
70	Boyle, co. Rosc.	[P.T. 1838]	
71	Booterstown, <sup>6</sup> Dublin	[P.P. 1832]	<sup>6</sup> Aftds. 68.
	„ Borris, co. Carlow, 1874	[P.P. 1833]	
72	Bray, co. Wick.	[P.P. 1834 : P.T. 1838]	
73	Broadway, co. Wexfd.	[S.O. 1838]	
	„ —1874.		
	„ Belfast & Northern Counties R.P.O. 1885.		
	„ —1892, 1906.		
74	Brookeborough, Ferm.	[P.T. 1838]	
	„ Belmullet, <sup>7</sup> co. Mayo, 1874.		<sup>7</sup> Form. 64.
75	Broughshane†, co. Antrim	[S.O. 1838]	
	„ —1856, 1874.		
	„ Beragh†, Tyrone, 1885	[P.P. 1832]	
76	Bruff, co. Limk.	[P.T. 1838]	
	„ Bangor Erris, co. Mayo, 1885	[—1857]	
77	Buncrana, co. Donegal	[P.T. 1838]	
	„ —1874, 1885.		
	„ Belmont, King's Co. 1892	[—1857]	
78	Bunratty, <sup>8</sup> co. Clare	[P.T. 1838]	<sup>8</sup> Aftds. 3.
	„ —1874, 1885.		
	„ Beaufort, Kerry, 1892	[—1838]	
79	Burrin, co. Clare	[S.O. 1838]	
	„ —1856 to 1885.		
	„ Blarney, co. Cork, 1892	[—1838]	
80	Borrisakane, Tip.	[P.T. 1834]	
	„ —1856, 1874.		
	„ Bruree, co. Limk. 1885	[—1838]	
81	Borrisoleigh, co. Tip.	[S.O. 1838]	
	„ Brittas, co. Dub. 1874	[—1838]	
82	Borris in Ossory, Queen's Co.	[P.T. 1838]	
83	Bushmills†, <sup>9</sup> co. Antrim	[ „ „ ]	<sup>9</sup> Aftds. 560.
	„ Bundoran, co. Donegal, 1874	[P.P. 1831]	

84	<sup>1</sup> Buttevant, co. Cork	[P.T. 1838]	<sup>1</sup> Also used in error at Tullamore (properly 438).
85	Baltinglass, <sup>2</sup> co. Wick.	[ „ ]	<sup>2</sup> Aftds. 53.
„	Burton Port, co. Donegal, 1885	[—1838]	
86	Cabinteely, co. Dub.	[P.P. 1834 : P.T. 1838]	
87	Cahirciveen, co. Kerry	[P.T. 1834]	
88	Cahirconlish, co. Limk.	[S.O. 1838]	
„	Rathdowney, <sup>3</sup> Queen's Co. 1885.		<sup>3</sup> Form. 387.
89	—Camp, co. Kerry, 1892	[—1838]	
90	Cahir, co. Tip.	[P.T. 1838]	
91	—Caledon†, <sup>4</sup> Tyrone, 1874.		<sup>4</sup> Form. 92.
92	—Caledon†, <sup>5</sup> Tyrone	[ „ ]	<sup>5</sup> Aftds. 91.
„	—1874, 1885.		
„	Caragh*, <sup>6</sup> Kerry, 1892	[—1857]	<sup>6</sup> Aftds. Caragh Lake.
93	Callan, co. Kil.	[P.T. 1838]	
94	Camolin, co. Wexfd.	[ „ ]	
95	Cappoquin, co. Waterfd.	[ „ ]	
96	Carlingford, co. Louth	[S.O. 1838]	
„	Carbury, co. Kild. 1885	[—1857]	
97	Carlow	[P.T. 1838]	
98	—Carey's Cross*, co. Cork, 1885	[—1857]	
99	—Carna, co. Galw. 1885	[ „ ]	
100	Carndonagh, <sup>7</sup> co. Donegal	[P.T. 1832]	<sup>7</sup> Form. sometimes Carn.
„	Carrickmore†, Tyrone, 1885	[—1857]	
101	Carnew, co. Wick.	[P.T. 1838]	
„	Carrickmines, co. Dub. 1874	[—1857]	
102	Carrickfergus†, co. Antrim	[P.T. 1833]	
103	Carrickmacross, co. Mon.	[P.T. 1832]	
104	Carrick on Shannon, co. Leitrim	[P.T. 1832]	
105	Carrick on Suir, co. Tip.	[P.T. 1838]	
106	Cashel, co. Tip.	[ „ ]	
107	Castlebar, co. Mayo	[ „ ]	
108	Castlebellingham, co. Louth	[ „ ]	
109	—Castlegregory, Kerry, 1892	[—1838]	
110	Castleblakeney, co. Galw.	[P.T. 1832]	
„	—1856 to 1906.		
111	Castleblayney, co. Mon.	[P.T. 1838]	
112	Castlecomer, co. Kil.	[ „ ]	
„	Castleconnell, <sup>8</sup> co. Limk. 1885.		<sup>8</sup> Form. 113.
„	—1892, 1906.		
113	Castleconnell, <sup>9</sup> co. Limk.	[P.T. 1836]	<sup>9</sup> Aftds. 112.
114	Castledawson†, co. Londy.	[P.T. 1838]	
115	Castlederg†, Tyrone	[S.O. 1838]	
116	Castledermot, co. Kild.	[P.T. 1838]	
„	Castleknock, co. Dub. 1874	[P.P. 1838]	
117	Castlefin, co. Donegal	[P.T. 1838]	
118	Castlemartyr, co. Cork	[ „ ]	
119	—all lists.		
120	Castlepollard, Westmth.	[P.T. 1838]	
121	Castlerea, co. Rosc.	[ „ ]	
122	Castletown*, <sup>10</sup> co. Cork	[ „ ]	<sup>10</sup> Aftds. Castletown Berehaven.

123	Castletown Delvin*, <sup>1</sup> Westmth.	[P.T. 1838]	<sup>1</sup> Aftds. Delvin.
„	Castletown*, <sup>2</sup> Westmth. 1874	[P.P. 1836]	<sup>2</sup> Aftds. Castletown Geoghegan.
124	Castletownroche, co. Cork	[S.O. 1838]	
125	Castlewella†, co. Down	[P.T. 1834]	
126	Cavan	[P.T. 1835]	
127	Celbridge, co. Kild.	[P.P. 1835 : S.O. 1838]	
128	Charleville, co. Cork	[P.T. 1833]	
129	Church Hill†, Ferm.	[S.O. 1838]	
„	—1857, 1874.		
„	Clifden, <sup>3</sup> co. Galw. 1885.		<sup>3</sup> Form. 134.
130	Clane, co. Kild.	[S.O. 1838]	
131	Clara, <sup>4</sup> King's Co.	[P.T. 1832]	<sup>4</sup> Aftds. 133.
„	Clanabogan†, Tyrone, 1874	[—1857]	
132	Clare*, <sup>5</sup>	[P.T. 1834]	<sup>5</sup> Aftds. Clarecastle, 465.
„	Claremorris, co. Mayo, 1874	[—1838]	
133	Clashmore, <sup>6</sup> co. Waterfd.	[S.O. 1838]	<sup>6</sup> Aftds. 466.
„	Clara, <sup>7</sup> King's Co. 1885.		<sup>7</sup> Form. 131.
134	Clifden, <sup>8</sup> co. Galw.	[P.P. 1832 : P.T. 1838]	<sup>8</sup> Aftds. 129.
„	Clandeboy†, co. Down, 1874	[—1857]	
135	Cloghan, King's Co.	[P.T. 1838]	
136	Clogheen, co. Tip.	[ „ ]	
137	Clogher†, <sup>9</sup> Tyrone	[P.T. 1835]	<sup>9</sup> Aftds. 148.
„	Clonee, <sup>10</sup> Meath, 1874.		<sup>10</sup> Form. 140.
138	Clonakilty, co. Cork	[P.T. 1838]	
139	Clonard, Meath	[ „ ]	
„	—1856, 1874.		
„	Cleggan, co. Galw. 1885	[—1857]	
140	Clonee, <sup>11</sup> Meath	[P.T. 1838]	<sup>11</sup> Aftds. 137.
„	Clonelly†, Ferm. 1874	[—1838]	
141	Clones, co. Mon.	[P.T. 1832]	
142	Clonmel, co. Tip.	[P.T. 1834]	
143	Clough†, co. Down	[P.T. 1838]	
144	Cloughjordan, <sup>12</sup> co. Tip.	[ „ ]	<sup>12</sup> Aftds. 145.
„	Clonsilla, co. Dub. 1874	[—1838]	
145	Cloyne, co. Cork	[P.T. 1838]	
„	Cloughjordan, <sup>13</sup> co. Tip. 1874.		<sup>13</sup> Form. 144.
146	Coachford, <sup>14</sup> co. Cork	[S.O. 1838]	<sup>14</sup> Aftds. 151.
„	Clonbur, co. Mayo, 1885	[—1838]	
147	Coalisland†, Tyrone	[S.O. 1838]	
148	Colehill, co. Longfd.	[ „ ]	
„	—1856, 1874.		
„	Clogher†, <sup>15</sup> Tyrone, 1885.		<sup>15</sup> Form. 137.
149	Coleraine†, co. Londy.	[P.T. 1832]	
150	Collon, co. Louth	[S.O. 1838]	
„	Collooney, <sup>16</sup> co. Sligo, 1874.		<sup>16</sup> Form. 151.
151	Collooney, <sup>17</sup> co. Sligo	[P.T. 1832]	<sup>17</sup> Aftds. 150.
„	—1874, 1885.		
„	Coachford, <sup>18</sup> co. Cork, 1892.		<sup>18</sup> Form. 146.
152	Cong, <sup>19</sup> co. Mayo	[S.O. 1838]	<sup>19</sup> Aftds. 530.
„	Comber†, <sup>20</sup> co. Down, 1874.		<sup>20</sup> Form. 153.



153	Comber, <sup>1</sup> co. Down	[P.T. 1838]	<sup>1</sup> Aftds. 152.
„	Coole, co. Westmth. 1885	[—1838]	
154	Cookstown†, Tyrone	[P.T. 1838]	
155	Cootehill, co. Cavan	[ „ ]	
156	Cork	[P.T. 1831]	
157	Cove*, <sup>2</sup> co. Cork	[P.T. 1838]	<sup>2</sup> Named Queenstown, 1849.
158	Carrigart, co. Donegal	[—1838]	
„	—1857, 1874.		
„	Courtmacsherry, co. Cork, 1885	[—1838]	
159	Craughwell, <sup>3</sup> co. Galw.	[P.T. 1832]	<sup>3</sup> Aftds. 160.
„	—1857 to 1885.		
„	Corofin, <sup>4</sup> co. Clare, 1892.		<sup>4</sup> Form. 167.
160	Creelough, co. Donegal	[—1838]	
„	Craughwell, <sup>5</sup> co. Galw. 1874.		<sup>5</sup> Form. 159.
161	Crookstown, co. Cork	[S.O. 1838]	
„	Crossgar†, co. Down, 1885	[P.P. 1833]	
162	Crossakeale, Meath	[S.O. 1838]	
„	—1856 to 1906.		
163	Crossdoney, Cavan	[P.T. 1838]	
„	—1856 to 1906.		
164	Crossmolina, <sup>6</sup> co. Mayo	[S.O. 1838]	<sup>6</sup> Aftds. 166.
„	—1856 to 1906.		
165	Croom, co. Limk.	[S.O. 1838]	
166	Crumlin†, co. Antrim	[P.T. 1838]	
„	Crossmolina, <sup>7</sup> co. Mayo, 1885.		<sup>7</sup> Form. 164.
167	Corofin, <sup>8</sup> co. Clare	[P.T. 1838]	<sup>8</sup> Aftds. 159.
„	Cullybackey†, co. Antrim, 1885	[P.P. 1836]	
168	Cushendall†, co. Antrim	[P.P. 1838]	
„	—1856 to 1906.		
169	—Dartrey, co. Mon. 1874	[—1857]	
170	Dangan*, co. Kilk.	[P.T. 1838]	
„	—1856, 1874.		
„	Draperstown†, <sup>9</sup> co. Londy. 1885.		<sup>9</sup> Form. 185.
171	Delgany, co. Wick.	[P.T. 1838]	
172	Derry*†, <sup>10</sup>	[P.T. 1832]	<sup>10</sup> Aftds. Londonderry.
173	Dervock†, <sup>11</sup> co. Antrim	[S.O. 1838]	<sup>11</sup> Aftds. 506.
„	—1857 to 1906.		
174	Dingle, co. Kerry	[P.T. 1834]	
175	Donaghadee†, <sup>12</sup> co. Down	[P.T. 1838]	<sup>12</sup> Aftds. 537.
„	Donaghmore†, Tyrone, 1874	[P.P. 1834]	
176	Donegal	[P.T. 1832]	
177	Doneraile, co. Cork	[P.T. 1838]	
„	Donabate, co. Dub. 1874	[—1838]	
178	Down*† <sup>13</sup>	[P.T. 1833]	<sup>13</sup> Aftds. Downpatrick.
179	Drogheda, co. Louth	[P.T. 1832]	
180	Dromod, <sup>14</sup> co. Leitrim	[P.T. 1838]	<sup>14</sup> Aftds. 181.
„	Dromore†, Tyrone, 1874	[P.P. 1832]	
181	Dromore†, <sup>15</sup> co. Down	[P.T. 1838]	<sup>15</sup> Aftds. 182.
„	Dromod, <sup>16</sup> co. Leitrim, 1874.		<sup>16</sup> Form. 180.
182	Dromore West, co. Sligo	[P.T. 1838]	

182	Dromore†, <sup>1</sup> co. Down, 1874.		<sup>1</sup> Form. 181.
183	Drumcree, Westmth.	[S.O. 1838]	
„	Drumsna, <sup>2</sup> co. Leitrim, 1874.		<sup>2</sup> Form. 184.
184	Drumsna, <sup>3</sup> co. Leitrim	[P.T. 1838]	<sup>3</sup> Aftds. 183.
„	Drumcondra, co. Dub. 1871	[P.P. 1833]	
185	Draperstown†, <sup>4</sup> co. Londy.	[P.T. 1838]	<sup>4</sup> Aftds. 170.
186	Dublin	[P.T. 1710]	
187	Dundalk, co. Louth	[P.T. 1831]	
188	Dunfanaghy, co. Donegal	[P.T. 1832]	
189	—Dundrum, <sup>5</sup> co. Dub. 1874.		<sup>5</sup> Form. 190.
190	Dundrum, <sup>6</sup> co. Dub.	[P.P. 1833]	<sup>6</sup> Aftds. 189.
„	Dublin & Belfast R.P.O. 1874.		
191	—Drumkeerin, co. Leitrim, 1885	[P.P. 1835]	
192	Dromara†, co. Down	[S.O. 1838]	
„	—1856, 1874.		
„	Dungloe, <sup>7</sup> co. Donegal, 1885.		<sup>7</sup> Also 198, q.v.
„	Dunmore, <sup>8</sup> co. Galw. 1892.		<sup>8</sup> Form. 201.
193	Dungannon†, Tyrone	[P.T. 1833]	
194	Dungarvan, co. Waterfd.	[P.T. 1838]	
195	Dungiven†, co. Londy.	[P.T. 1833]	
„	Dunkettle Station*, co. Cork, 1874	[—1857]	
„	Glanmire, co. Cork, 1897	[P.P. 1832 : —1838]	
196	Dunlavin, co. Wick.	[S.O. 1838]	
„	Dunadry†, co. Antrim, 1885	[—1838]	
197	Dunleer, co. Louth	[P.T. 1838]	
198	Dungloe, <sup>9</sup> co. Donegal	[ „ ]	<sup>9</sup> 192 in 1885 list.
„	—1885. Dungloe again in 1906 list.		
199	—Dunmurry†, co. Antrim, 1874	[P.P. 1834]	
200	Dunmanway, co. Cork	[S.O. 1838]	
201	Dunmore, <sup>10</sup> co. Galw.	[ „ ]	<sup>10</sup> Aftds. 192.
„	Dunraymond, co. Mon. 1874	[—1857]	
202	Dunmore East, co. Waterfd.	[S.O. 1838]	
„	Dunshaughlin, <sup>11</sup> Meath, 1874.		<sup>11</sup> Form. 203.
203	Dunshaughlin, <sup>12</sup> Meath	[P.T. 1838]	<sup>12</sup> Aftds. 202.
„	—1874 to 1906.		
204	Durrow, Queen's Co.	[P.T. 1838]	
205	Edenderry, King's Co.	[ „ ]	
206	Edgworthstown, co. Longfd.	[P.T. 1832]	
207	Elphin, co. Rose.	[P.T. 1838]	
„	—1856 to 1906.		
208	Emo, Queen's Co.	[P.T. 1838]	
„	—1874 to 1906.		
209	Emyvale, co. Mon.	[P.T. 1838]	
210	Enfield, Meath	[ „ ]	
211	Ennis, co. Clare	[P.T. 1834]	
212	Enniscorthy, co. Wexfd.	[P.T. 1831]	
213	Enniskerry, co. Wick.	[P.P. 1833]	
214	Enniskillen†, Ferm.	[P.T. 1832]	
215	Ennistymon, co. Clare	[P.T. 1838]	
216	Eyrecourt, co. Galw.	[P.T. 1834]	

217	Ferbane, King's Co.	[S.O. 1838]	
„	Farranfore, Kerry, 1874	[—1838]	
218	Fermoy, co. Cork	[P.T. 1838]	
219	Ferns, co. Wexfd.	[P.T. 1835]	
220	Fethard, co. Tip.	[P.T. 1838]	
221	Fethard, co. Wexfd.	[S.O. 1838]	
„	—1874 to 1906.		
222	Fintona†, <sup>1</sup> Tyrone	[ „ ]	<sup>1</sup> Aftds. 223.
„	Finglass, co. Dub. 1874	[P.P. 1834]	
„	—1892, 1906.		
223	Fivemiletown†, <sup>2</sup> Tyrone	[S.O. 1838]	<sup>2</sup> Aftds. 225.
„	Fintona†, <sup>3</sup> Tyrone, 1874.		<sup>3</sup> Form. 222.
224	Florence Court†, Ferm.	[S.O. 1838]	
„	Fintown, co. Donegal, 1885	[—1857]	
225	Flurrybridge†, co. Armagh	[P.T. 1838]	
„	—1874, 1885.		
„	Fivemiletown†, <sup>4</sup> Tyrone, 1892.		<sup>4</sup> Form. 223.
226	Forkhill†, co. Armagh	[S.O. 1838]	
„	—1856 to 1906.		
227	Foxford, co. Mayo	[ „ ]	
228	Foynes, co. Limk.	[—1838]	
229	Frankford*, <sup>5</sup> King's Co.	[P.T. 1838]	<sup>5</sup> Aftds. Kilcormac.
„	—1856 to 1906.		
230	Frenchpark, co. Rosc.	[P.T. 1832]	
231	Freshford, co. Kilk.	[P.T. 1838]	
„	Geashill, <sup>6</sup> King's Co. 1885.		<sup>6</sup> Form. 234.
232	Galway	[P.T. 1832]	
233	Garvagh†, <sup>7</sup> co. Londy.	[P.T. 1838]	<sup>7</sup> Aftds. 237.
„	Gilford†, <sup>8</sup> co. Down, 1874.		<sup>8</sup> Form. 235.
234	Geashill, <sup>9</sup> King's Co.	[S.O. 1838]	<sup>9</sup> Aftds. 231.
„	Glasslough, <sup>10</sup> co. Mon. 1874.		<sup>10</sup> Form. 236.
235	Gilford†, <sup>11</sup> co. Down	[P.T. 1838]	<sup>11</sup> Aftds. 233.
„	Glasnevin, co. Dub. 1874	[—1838]	
„	Glencolumbkille, co. Donegal, 1898 [—1838]		
236	Glasslough, <sup>12</sup> co. Mon.	[S.O. 1838]	<sup>12</sup> Aftds. 234.
„	Glenealy, co. Wick. 1874	[P.P. 1836]	
237	Glenarm†, co. Antrim	[P.T. 1838]	
„	Garvagh†, <sup>13</sup> co. Londy. 1885.		<sup>13</sup> Form. 233.
238	Glenavy†, co. Antrim	[S.O. 1838]	
„	—1857, 1874.		
„	Glenties, co. Donegal, 1885	[P.P. 1833]	
239	Glin, co. Limk.	[S.O. 1838]	
240	Golden, co. Tip.	[ „ ]	
„	Glenhull†, Tyrone, 1885	[—1857]	
241	Goldenball*, co. Dub.	[P.P. 1833]	
„	—1906.		
242	Gort, co. Galw.	[P.T. 1838]	
243	Gorey, co. Wexfd.	[ „ ]	
244	Gowran, co. Kilk.	[ „ ]	
245	Graigue, „	[S.O. 1838]	



246	Granard, co. Longfd.	[P.T. 1833]	
247	Greyabbey†, co. Down	[P.T. 1838]	
„	Greystones, co. Wick. 1874	[—1838]	
248	Goresbridge, co. Kilk.	[P.T. 1833]	
249	Headford, co. Galw.	[P.T. 1838]	
„	—1856.		
„	Hazelhatch, co. Dub. 1874	[—1838]	
250	Hillsborough†, co. Down	[P.T. 1836]	
251	Hollymount, co. Mayo	[P.T. 1833]	
252	Hollywood, co. Wick.	[P.T. 1838]	
„	Howth, <sup>1</sup> co. Dub. 1874.		<sup>1</sup> Form. 253.
253	Howth, <sup>2</sup> co. Dub.	[P.T. 1838]	<sup>2</sup> Aftds. 252.
„	Irvinestown†, <sup>3</sup> Ferm. 1874.		<sup>3</sup> Form. Lowthers- town, 313.
254	Inistioge, co. Kilk.	[S.O. 1838]	
„	Inniskean, co. Louth, 1885	[—1838]	
255	Innishannon, <sup>4</sup> co. Cork	[P.T. 1838]	<sup>4</sup> Aftds. 473.
„	Island Bridge, co. Dub. 1874	[—1857]	
„	—1892.		
„	Inver, co. Donegal, 1906	[—1857]	
256	Johnstown, co. Kilk.	[P.T. 1831]	
„	—1874, 1885.		
„	Inch, Gorey, co. Wexfd. 1892	[—1838]	
257	Kanturk, co. Cork	[P.T. 1838]	
258	Keady†, co. Armagh	[ „ ]	
„	—1874, 1885.		
„	Kells, Killarney, co. Kerry, 1892	[—1838]	
259	Kells, Meath	[P.P. 1833 : P.T. 1838]	
260	Kenmare, Kerry	[P.T. 1835]	
261	Kilbeggan, Westmth.	[P.T. 1836]	
„	Kesh†, <sup>5</sup> Ferm. 1874.		<sup>5</sup> Form. Kish, 294.
262	Kilcock, co. Kild.	[P.T. 1836]	
263	Kilconnel, co. Galw.	[S.O. 1838]	
„	Manor Kilbride, co. Wick. 1874	[—1838]	
264	Kilcullen, co. Kild.	[P.T. 1838]	
„	Kilbrittain, co. Cork, 1885	[—1838]	
265	Kildare	[P.T. 1838]	
266	Kildorrery, co. Cork	[ „ ]	
„	Killorglin, Kerry, 1885	[P.P. 1833]	
267	Kildysart, co. Clare	[P.T. 1838]	
„	—1874 to 1892.		
„	Kilcar, co. Donegal, 1894	[—1838]	
268	Kilkeel†, co. Down	[P.T. 1838]	
269	Kilkenny	[ „ ]	
270	Killala, co. Mayo	[P.T. 1832]	
„	—1856 to 1885.		
„	Killeshandra, <sup>6</sup> co. Cavan, 1892.		<sup>6</sup> Form. 279.
271	Killaloe, co. Clare	[P.T. 1838]	
272	Killarney, co. Kerry	[P.T. 1833]	
273	Killinardrish, co. Cork	[S.O. 1838]	
„	Killiney, co. Dub. 1874	[—1838]	

274	Killeagh, <sup>1</sup> co. Cork	[S.O. 1838]	<sup>1</sup> Aftds. 476.
„	—1874 to 1892.		
„	Kilfenora, co. Clare, 1895	[—1838]	
275	Killucan, <sup>2</sup> Westmth.	[S.O. 1838]	<sup>2</sup> 276 was used at Killucan, 1853, in error.
276	<sup>2</sup> Killybegs, <sup>3</sup> co. Donegal	[P.T. 1833]	<sup>3</sup> Aftds. 278.
„	Killygordon, co. Donegal, 1874	[P.P. 1833]	
277	Killyleigh†, co. Down	[P.P. 1832 : P.T. 1838]	
278	Killenaule, co. Tip.	[S.O. 1838]	
„	Killybegs, <sup>4</sup> co. Donegal, 1874.		<sup>4</sup> Form. 276.
279	Killeshandra, <sup>5</sup> co. Cavan	[P.T. 1832]	<sup>5</sup> Aftds. 270.
„	Killylea†, co. Armagh, 1885	[P.P. 1838]	
280	Killinchy†, co. Down	[P.T. 1838]	
„	—1857 to 1906.		
281	Killough†, co. Down	[S.O. 1838]	
„	—1874 to 1906.		
282	Kilmacrennan, co. Donegal	[S.O. 1838]	
„	—1857 to 1906.		
283	Kilmallock, co. Limk.	[P.T. 1832]	
284	Kilrea†, co. Londy.	[S.O. 1838]	
285	Kilrush, co. Clare	[P.T. 1833]	
286	Kilworth, co. Cork	[P.T. 1838]	
„	—1874 to 1906.		
287	Kilmacthomas, co. Waterfd.	[P.T. 1832]	
288	Kingscourt, <sup>6</sup> co. Cavan	[P.T. 1838]	<sup>6</sup> Aftds. 510.
„	—1856, 1874.		
„	Kincasslagh, co. Donegal, 1885	[—1857]	
289	Kingstown, <sup>7</sup> co. Dub.	[P.P. 1832]	<sup>7</sup> Called Dunleary until 1821.
290	Kinsale, co. Cork	[P.T. 1838]	
291	<sup>8</sup> Kinnegad, Westmth.	[ „ ]	<sup>8</sup> See note to 29, <i>ante</i> .
„	—1857, 1874.		
„	Knockelohrim†, co. Londy. 1885	[—1838]	
292	Kinnitty, King's co.	[S.O. 1838]	
„	Rathmore, Kerry 1874	[—1838]	
293	Kircubbin†, co. Down	[S.O. 1838]	
„	—1874 to 1906.		
294	Kish, or Kesh†, <sup>9</sup> Ferm.	[P.T. 1832]	<sup>9</sup> Aftds. 261.
„	Knockcroghery, co. Rosc. 1874	[—1857]	
295	Knock, co. Mayo	[P.T. 1838]	
„	Kylemore, co. Galw. 1885	[—1857]	
296	Knocktopher, co. Kilk.	[P.P. 1831]	
„	Larne Harbour†, co. Antrim 1885	[—1857]	
297	Kinvara, co. Galw.	[S.O. 1838]	
„	Leixlip, <sup>10</sup> co. Kild. 1874.		<sup>10</sup> Form. 301.
298	Lanesborough, co. Longfd.	[S.O. 1838]	
„	Letter, co. Donegal 1874.	[—1857]	
299	Larne, co. Antrim	[P.T. 1834]	
300	Leighlinbridge, co. Carlow	[P.T. 1831]	
„	Laurencetown†, co. Down 1874	[—1838]	
301	Leixlip, <sup>11</sup> co. Kild.	[P.P. 1835 : P.T. 1838]	<sup>11</sup> Aftds. 297.
„	Leggs†, Ferm. 1874	[—1838]	

302	Letterkenny, co. Donegal	[P.T. 1834]	
303	Limerick	[P.T. 1831]	
304	Lisburn †, co. Antrim	[P.T. 1834]	
305	Lismore, co. Waterfd.	[P.T. 1838]	
306	Lisnaskea †, Ferm.	[P.T. 1832]	
307	Listowel, Kerry	[P.T. 1838]	
308	Littleton, co. Tip.	[ „ ]	
„	Lixnaw, Kerry 1885	[—1857]	
309	Longford	[P.T. 1832]	
310	Loughbrickland †, co. Down	[P.T. 1833]	
„	Loughlinstown, co. Dub. 1874	[—1838]	
„	Shankill, co. Dub. 1892	[—1857]	
311	Loughgall, co. Armagh	[P.T. 1838]	
„	Lough Eske, co. Donegal 1874	[—1838]	
312	Loughrea, co. Galw.	[P.T. 1832]	
313	Lowtherstown* †, <sup>1</sup> Ferm.	[P.T. 1838]	<sup>1</sup> Aftds. Irvinestown, 253.
„	—1874, 1885.		
„	Lispole, Kerry 1892	[—1857]	
314	Louth	[S.O. 1838]	
„	Lucan, <sup>2</sup> co. Dub. 1874.		<sup>2</sup> Form. 315.
315	Lucan, <sup>3</sup> co. Dub.	[P.P. 1835 : P.T. 1838]	<sup>3</sup> Aftds. 314.
„	—1856 to 1892.		
„	Lahinch, co. Clare 1906	[—1838]	
316	Lurgan, co. Armagh	[P.T. 1838]	
317	Macroon, <sup>4</sup> co. Cork	[ „ ]	<sup>4</sup> Aftds. 511.
„	Lusk, co. Dub. 1874	[—1838]	
318	Maghera †, <sup>5</sup> co. Londy.	[P.T. 1838]	<sup>5</sup> Aftds. 325.
„	Magheny, co. Kild. 1874	[—1838]	
319	Magherafelt †, co. Londy.	[P.T. 1838]	
320	Malahide, co. Dub.	[S.O. 1838]	
321	Mallow, co. Cork	[P.T. 1833]	
322	Manorhamilton, <sup>6</sup> co. Leitrim	[P.T. 1835]	<sup>6</sup> Aftds. 484.
„	Manorcunningham, co. Donegal 1874	[P.P. 1834]	
323	Markethill †, <sup>7</sup> co. Armagh	[P.T. 1833]	<sup>7</sup> Aftds. 327.
„	Magheramena †*, Ferm. 1874	[—1857]	
324	Maryborough, Queen's Co.	[P.T. 1838]	
325	Maynooth, <sup>8</sup> co. Kild.	[ „ ]	<sup>8</sup> Aftds. 487.
„	—1857, 1874.		
„	Maghera †, <sup>9</sup> co. Londy. 1885.		<sup>9</sup> Form. 318.
326	Midleton, co. Cork.	[P.P. 1838]	
327	Millstreet, <sup>10</sup> „	[P.T. 1838]	<sup>10</sup> Aftds. 483.
„	Markethill †, <sup>11</sup> co. Armagh 1874.		<sup>11</sup> Form. 323.
328	Milltown, Dublin	[S.O. 1838]	
329	Miltown Malbay, co. Clare	[P.T. 1838]	
330	Mitchelstown, co. Cork	[ „ ]	
331	Moate, Westmth.	[ „ ]	
332	Mohill, co. Leitrim	[ „ ]	
„	Moir †, <sup>12</sup> co. Down 1874.		<sup>12</sup> Form. 333.
333	Moir †, <sup>13</sup> co. Down.	[ „ ]	<sup>13</sup> Aftds. 332.
„	—1874, 1885		



333	Moyvore, Westmth. 1892	[—1838]
334	Monaghan	[P.T. 1834]
335	Monasterevan, co. Kild.	[P.T. 1838]
336	Moneygall, King's Co.	[ „ ]
„	Monkstown, Dublin 1874	[—1838]
337	Moneymore†, co. Londy.	[P.T. 1833]
338	Mountmellick, Queen's Co.	[P.T. 1832]
339	Mountnugent, co. Cavan	[P.T. 1838]
„	Mountpleasant, co. Louth 1874	[—1857]
340	Mountrath, Queen's Co.	[P.T. 1838]
341	Mount Talbot, co. Rosc.	[ „ ]
„	—1856, 1874.	
„	Multifarnham, Westmth. 1885	[P.P. 1833]
342	Moville, co. Donegal.	[P.T. 1834]
„	Muckamore†, co. Antrim 1878	[—1857]
343	Moy, co. Tyrone	[P.T. 1838]
344	Moynalty, Meath	[S.O. 1838]
„	Mulhuddart, co. Dub. 1874	[—1857]
345	Mullingar, Westmth.	[P.T. 1833]
346	Naas, co. Kild.	[P.T. 1835]
347	Narin, co. Donegal	[S.O. 1838]
348	Navan, Meath	[P.T. 1838]
349	Nenagh, co. Tip.	[ „ ]
350	New Birmingham, co. Tip.	[S.O. 1838]
„	—1874 to 1906.	
351	Newbliss, <sup>1</sup> co. Mon.	[ „ ]
352	Newbridge, co. Kild.	[P.T. 1838]
353	Newcastle†, <sup>2</sup> co. Limk.	[P.T. 1832]
354	Newmarket-on-Fergus, co. Clare	[ „ ]
355	Newport, co. Mayo	[S.O. 1838]
„	—1856 to 1906.	
356	Newport, co. Tip.	[P.T. 1838]
357	Newry†, co. Down	[ „ ]
358	Newtownards†, co. Down	[ „ ]
359	Newtownbarry, co. Wexfd.	[ „ ]
„	Newtownforbes, <sup>3</sup> co. Longfd. 1874.	
360	Newtownforbes, <sup>4</sup> co. Longfd.	[P.T. 1838]
„	—1856 to 1906.	
361	Newtown Hamilton†, co. Armagh	[S.O. 1838]
„	—1874 to 1906.	
362	Newtown Limavady*†, <sup>5</sup> co. Londy.	[P.T. 1838]
363	Newtownmountkenedy, co. Wick.	[P.T. 1832]
„	—1874 to 1906.	
364	Newtownstewart†, Tyrone	[P.T. 1838]
365	Nobber, Meath	[S.O. 1838]
„	—1856 to 1906.	
366	Oldcastle, Meath	[P.T. 1838]
367	Omagh†, Tyrone	[P.T. 1832]
368	Oranmore, co. Galw.	[P.T. 1838]
369	Pallasgreen, co. Limk.	[S.O. 1838]

<sup>1</sup> Also 531 in error.<sup>2</sup> Aftds. Newcastle West.<sup>3</sup> Form. 360.<sup>4</sup> Aftds. 359.<sup>5</sup> Aftds. Limavady.

370	Pallaskenry, co. Limk.	[S.O. 1838]	
371	Parsonstown*, <sup>1</sup> King's Co.	[P.T. 1838]	<sup>1</sup> Aftds. Birr.
372	Passage West, co. Cork	[S.O. 1838]	
„	Philipstown, <sup>2</sup> King's Co. 1885.		<sup>2</sup> Form. 373.
373	Philipstown, <sup>3</sup> King's Co.	[P.T. 1838]	<sup>3</sup> Aftds. 372.
„	Pettigo, co. Donegal 1874	[P.P. 1832 : —1838]	
374	Piltown, co. Kild.	[P.T. 1838]	
375	Portadown†, co. Armagh	[ „ ]	
376	Portaferry†, co. Down	[ „ ]	
„	Pomeroy†, Tyrone 1874	[P.P. 1833]	
377	Portarlington, Queen's Co.	[P.T. 1838]	
378	Portglenone†, <sup>4</sup> co. Antrim	[P.T. 1838]	<sup>4</sup> Aftds. 385.
„	Patrickswell, co. Limk. 1885	[P.P. 1831]	
379	Portlaw, co. Waterfd.	[S.O. 1838]	
380	Portumna, co. Galw.	[P.T. 1838]	
„	Portrush†, co. Antrim 1874	[P.P. 1832]	
381	Ramelton, co. Donegal	[P.T. 1832]	
„	Portstewart†, co. Londy. 1874	[P.P. 1832]	
382	Randalstown†, co. Antrim	[P.T. 1838]	
383	Raphoe, co. Donegal	[P.T. 1831]	
384	Rathangan, co. Kild.	[P.T. 1838]	
„	Raheny, co. Dub. 1874	[P.P. 1834]	
385	Rathcoole, <sup>5</sup> co. Dub.	[P.T. 1838]	<sup>5</sup> Aftds. 386.
„	—1856, 1874.		
„	Portglenone, <sup>6</sup> co. Antrim 1885.		<sup>6</sup> Form. 378.
386	Rathcormac, co. Cork	[P.T. 1833]	
„	Rathcoole, <sup>7</sup> co. Dub. 1874.		<sup>7</sup> Form. 385.
387	Rathdowney, <sup>8</sup> Queen's Co.	[P.T. 1838]	<sup>8</sup> Aftds. 88.
„	—1856 to 1906.		
388	Rathdrum, co. Wick.	[P.T. 1835]	
389	Rathfarnham, co. Dub.	[P.P. 1833]	
„	—1856 to 1906.		
390	Rathfriland†, co. Down	[P.T. 1838]	
391	Rathkeale, co. Limk.	[ „ ]	
392	Rathowen, Westmth.	[P.T. 1836]	
„	Rathnew, co. Wick. 1874	[—1857]	
393	Redhills, co. Cavan	[S.O. 1838]	
„	—1856, 1874.		
„	Ratoath, Meath 1885	[—1857]	
394	Richhill, co. Armagh	[S.O. 1838]	
„	Rockcorry, co. Mon. 1874	[P.P. 1838]	
395	Rochford Bridge, Westmth.	[P.T. 1838]	
„	—1856, 1874.		
„	Roundstone, co. Galw. 1885	[—1838]	
396	Roscommon	[P.T. 1838]	
397	Roscrea, co. Tip.	[P.T. 1835]	
398	Ross*, <sup>9</sup> co. Wexfd.	[P.T. 1838]	<sup>9</sup> Aftds. New Ross.
399	Rosscarbery, co. Cork	[P.T. 1834]	
400	Rostrevor†, co. Down	[P.T. 1838]	
401	Ruskey, co. Leitrim	[S.O. 1838]	

401	Rush, co. Dub. 1874	[P.P. 1835]	
402	Saintfield †, co. Down	[S.O. 1838]	
403	Scarriff, <sup>1</sup> co. Clare	[ „ ]	<sup>1</sup> Aftds. 411.
„	Sandyford, co. Dub. 1874	[—1857]	
404	Scrabby*, co. Cavan	[—1838]	
„	Scarva †, co. Down 1874	[—1857]	
405	Shanagolden, <sup>2</sup> co. Limk.	[S.O. 1838]	<sup>2</sup> Aftds. 417.
„	Saggart, co. Dub. 1874	[—1857]	
406	Shinrone, King's Co.	[P.T. 1838]	
„	Skerries, co. Dub. 1874	[—1838]	
407	Sixmilebridge, <sup>3</sup> co. Clare	[P.T. 1838]	<sup>3</sup> Aftds. 409.
„	Shillelagh, co. Wick. 1874	[—1857]	
408	Skibbereen, co. Cork	[P.T. 1833]	
409	Slane, <sup>4</sup> Westmth.	[P.T. 1838]	<sup>4</sup> Aftds. 543.
„	Sixmilebridge, <sup>5</sup> co. Clare 1874.		<sup>5</sup> Form. 407.
410	Sligo	[P.T. 1832]	
411	Stewartstown, <sup>6</sup> Tyrone	[P.T. 1838]	<sup>6</sup> Aftds. 419.
„	Scarriff, <sup>7</sup> co. Clare 1885.		<sup>7</sup> Form. 403.
„	—1892, 1906.		
412	Strabane †, Tyrone	[P.T. 1833]	
413	Stradbally, Queen's Co.	[P.T. 1838]	
414	Stradone, co. Cavan	[ „ ]	
415	Strangford †, co. Down	[S.O. 1838]	
„	Straffan Station, co. Kild. 1874	[—1857]	
416	Stranorlar*, <sup>8</sup> co. Donegal	[P.T. 1833]	<sup>8</sup> The Postal Guide for 1925 says ' see Ballybofey ' (34).
417	Strokestown, co. Rosc.	[P.T. 1832]	<sup>9</sup> Form. 405.
„	Shanagolden, <sup>9</sup> co. Limk. 1885.		
„	—1892, 1906.		
418	Stoneyford, co. Kilc.	[P.T. 1838]	
„	Stratford-on-Slaney, co. Wick. 1874	[P.P. <sup>10</sup> 1833]	<sup>10</sup> Then Stratford.
419	Summerhill, Meath	[S.O. 1838]	
„	—1856, 1874.		
„	Stewartstown †, <sup>11</sup> Tyrone 1885.		<sup>11</sup> Form. 411.
420	Swinford, co. Mayo	[P.T. 1838]	
421	Swords, <sup>12</sup> co. Dub.	[P.T. 1835]	<sup>12</sup> Aftds. 422.
„	Stranocum †, co. Antrim 1885	[—1857]	
422	Taghmon, co. Wexfd.	[P.T. 1831]	
„	Swords, <sup>13</sup> co. Dub. 1874.		<sup>13</sup> Form. 421.
423	Tallaght, co. Dub.	[P.T. 1838]	
424	Tallow, co. Waterfd.	[ „ ]	
425	Tandragee †, co. Armagh	[ „ ]	
426	Tarbert, Kerry	[P.T. 1832]	
427	Templemore, co. Tip.	[P.T. 1833]	
428	Thomastown, co. Kilc.	[P.T. 1831]	
429	Thurles, co. Tip.	[P.T. 1838]	
430	Tinahely, <sup>14</sup> co. Wick.	[ „ ]	<sup>14</sup> Aftds. 432.
„	Tinode, co. Wick. 1874	[—1857]	
431	Tipperary	[P.T. 1834]	
432	Toome* †, <sup>15</sup> co. Antrim	[S.O. 1838]	<sup>15</sup> Aftds. Toomebridge, 442.
„	—1857, 1874.		



- 432 Tinahely,<sup>1</sup> co. Wick. 1885. [P.T. 1832] <sup>1</sup> Form. 430.
- 433 Tralee, Kerry [P.T. 1838]
- 434 Trim,<sup>2</sup> Meath [P.P. 1832] <sup>2</sup> Aftds. 436.
- „ Trillick†, Tyrone 1874 [P.T. 1832]
- 435 Tuam, co. Galw. [P.T. 1832]
- 436 Tubbermore\*†,<sup>3</sup> co. Londy. [P.T. 1838] <sup>3</sup> Aftds. 452.
- „ Trim,<sup>4</sup> Meath 1874. [S.O. 1838] <sup>4</sup> Form. 434.
- 437 Tulla, co. Clare [P.T. 1838]
- 438 Tullamore,<sup>5</sup> King's Co. [P.T. 1838] <sup>5</sup> Also used 84 in error about 1872.
- 439 Tullow, co. Carlow [„ ]
- 440 Tynan†, co. Armagh [P.T. 1832]
- 441 Tyrellspass, Westmth. [P.T. 1838]
- „ Urney†, Tyrone 1874 [—1857]
- 442 Valentia\*,<sup>6</sup> co. Kerry [S.O. 1838] <sup>6</sup> Aftds. Valencia Island, 552.
- „ Toomebridge†,<sup>7</sup> co. Antrim 1885. <sup>7</sup> Form. Toome, 432.
- 443 Virginia, co. Cavan [P.T. 1838]
- 444 Warrenpoint†, co. Down [„ ]
- 445 Waterford [P.T. 1831]
- 446 Waringstown†, co. Down [S.O. 1838]
- „ Woodlawn, co. Galw. 1874 [—1838]
- 447 Westport, co. Mayo [P.T. 1838]
- 448 Wexford [P.T. 1832]
- 449 Wicklow [P.T. 1838]
- 450 Youghal, co. Cork [„ ]
- The 1844 list ended here. Nos. 430 to 458 were added 1844–56.
- 451 Clonegal, co. Carlow [S.O. 1838]
- „ The Ward, co. Dub. 1885 [—1838]
- 452 Dunamanagh†, Tyrone [S.O. 1838]
- „ —1857, 1874.
- „ Tubbermore\*,<sup>8</sup> co. Londy. 1885. <sup>8</sup> Form. 436. Aftds. Tobermore.
- 453 Mount Bellew Bridge,<sup>9</sup> co. Galw. [—1838] <sup>9</sup> Aftds. Mount Bellew.
- „ Newtown Butler†, Ferm. [P.P. 1832]
- 454 —Ovoca, co. Wick. 1874. [—1838]
- 455 —Curragh Camp, co. Kild. 1856 [estab. 1855]
- 456 Templeogue,<sup>10</sup> co. Dub. [P.P. 1838] <sup>10</sup> Aftds. 492.
- „ Batterstown, Meath 1874 [—1838]
- 457 Dalkey, co. Dub. [P.P. 1838]
- 458 Stillorgan, co. Dub. [—1857]
- „ Ballisodare, co. Sligo 1874 [—1838]
- The 1856 list ended here. Nos. 459 to 492 were added 1857–74.
- 459 Baldoyle, co. Dub. [—1838]
- 460 Banteer, co. Cork. [„ ]
- 461 Ballinhassig, co. Cork. [„ ]
- 462 Ballineen, co. Cork. [—1857]
- 463 Castleisland, Kerry [P.P. 1832]
- 464 Carrigtwohill, co. Cork. [—1858]
- 465 Clarecastle,<sup>11</sup> co. Clare. <sup>11</sup> Form. Clare, 132.
- 466 Clashmore,<sup>12</sup> co. Waterfd. <sup>12</sup> Form. 133.

467	Clondalkin, co. Dub.	[ -1857]	
468	Drimoleague, co. Cork.	[ -1838]	
469	—Drumree, Meath 1885	[ -1857]	
470	Enniskean, co. Cork	[P.P. 1832]	
471	Glonthaune, co. Cork	[ -1838]	
472	—		
473	Innishannon, <sup>1</sup> co. Cork.		<sup>1</sup> Form. 255.
474	—		
475	Kilkee, co. Clare	[P.P. 1833]	
476	Killeagh, <sup>2</sup> co. Cork.		<sup>2</sup> Form. 274.
477	—		
478	—		
479	Knocklong, co. Limk.	[ -1838]	
480	—		
481	—		
482	Leap, co. Cork.	[ -1838]	
483	Millstreet, <sup>3</sup> Cork.		<sup>3</sup> Form. 327.
484	Manorhamilton, <sup>4</sup> co. Leitrim.		<sup>4</sup> Form. 322.
485	—		
486	Little Island, co. Cork	[ -1857]	
487	Maynooth, <sup>5</sup> co. Kild.		<sup>5</sup> Form. 325.
488	—		
489	—		
490	St. Margaret's, co. Dub.	[ -1857]	
491	—Templepatrick†, co. Antrim 1885	[P.P. 1832]	
492	Templeogue, <sup>6</sup> co. Dub.		<sup>6</sup> Form. 456.
The 1874 list ended here. Nos. 493 to 532 were added 1874-85.			
493	T.P.O. 1885. Vacant 1892, 1906.		
494			
495			
496			
497			
498			
499	Welchtown, co. Donegal	[ -1857]	
500	Whiteabbey†, co. Antrim	[ -1838]	
501	Doagh†, co. Antrim	[ „ ]	
502	Ballinamore, <sup>7</sup> co. Leitrim.		<sup>7</sup> Form. 53.
503	Doochary, co. Donegal	[ -1857]	
504	—		
505	Upperlands†, co. Londy.	[ -1857]	
506	Dervock†, <sup>8</sup> co. Antrim.		<sup>8</sup> Form. 173.
507	Ballinrobe, <sup>9</sup> co. Mayo.		<sup>9</sup> Form. 36.
508	Timoleague, co. Cork	[P.P. 1832]	
509	Bailieborough, <sup>10</sup> co. Cavan.		<sup>10</sup> Form. 26.
510	Kingscourt, <sup>11</sup> co. Cavan.		<sup>11</sup> Form. 288.
511	Macroon, <sup>12</sup> co. Cork.		<sup>12</sup> Form. 317.
512	Ballinlough, co. Rose.	[ -1838]	
513	Glenanne†, co. Armagh.	[ -1857]	
514	Limerick Junction, co. Tip.	[ „ ]	

515	Hill of Down, Meath.	[—1838]	
516	Moycullen, co. Galw.	[P.P. 1835 :—1838]	
517	Rosscahill, „	[—1857]	
518	Oughterard, „	[P.P. 1832]	
519	Maam Cross, „	[—1857]	
520	Maam, „	[ „ ]	
521	Leenane, „	[ „ ]	
522	Rosmuck, „	[ „ ]	
523	Recess, „	[—1838]	
524	Cashel, „	[—1857]	
525	Letterfrack, „	[—1838]	
526	Ballycroy, co. Mayo.	[—1857]	
527	Ballyglass, <sup>1</sup> „		<sup>1</sup> Form. 42.
528	Tourmakeedy, „	[—1857]	
529	The Neale* <sup>2</sup> „	[ „ ]	<sup>2</sup> Aftds. Neale.
530	Cong, <sup>3</sup> „		<sup>3</sup> Form. 152.
531 <sup>4</sup>	Sion Mills†, Tyrone	[—1838]	<sup>4</sup> Also used at New-
532	Dromahair, co. Leitrim	[P.P. 1832]	bliss in error for 351.

The 1885 list ended here. The rest of the numbers were added by 1892.

533	Toombeola, co. Galw.	[—1857]	
534	Bangor†, <sup>5</sup> co. Down.		<sup>5</sup> Form. 60.
535	Holywood†, „	[—1838]	
536	Strandtown†, „	[—1857]	
537	Donaghadee†, <sup>6</sup> „		<sup>6</sup> Form. 175.
538	Dundrum†, „	[—1838]	
539	Newcastle†, „	[P.P. 1834]	
540	Ardagh, co. Limk.	[P.P. 1838]	
541	Sixmilecross†, Tyrone	[P.P. 1835]	
542	Maguiresbridge†, Ferm.	[P.P. 1832]	
543	Slane, <sup>7</sup> Westmth.		<sup>7</sup> Form. 409.
544	Ardfert, Kerry	[P.P. 1832]	
545	Lisdoonvarna, co. Clare	[—1838]	
546	—		
547	Lisselton Cross*, <sup>8</sup> Kerry	[—1857]	<sup>8</sup> Aftds. Lisselton.
548	Headford, Kerry	[—1838]	
549	Ballincollig, <sup>9</sup> co. Cork.		<sup>9</sup> Form. 33.
550	Ballinskelligs, Kerry	[—1857]	
551	Glenbeigh, Kerry	[—1838]	
552	Valencia Island, <sup>10</sup> Kerry.		<sup>10</sup> Form. Valentia, 442.
553	Waterville, Kerry	[—1857]	
554	Dunboyne, Meath	[—1838]	
555	Annascaul, Kerry	[P.P. 1834]	
556	Blennerville, Kerry	[P.P. 1832]	
557	Woodenbridge, co. Wick.	[—1857]	
558	Bawnboy, co. Cavan	[—1838]	
559	Ballyconnell, <sup>11</sup> co. Cavan.		<sup>11</sup> Form. 39.
560	Bushmills†, <sup>12</sup> co. Antrim.		<sup>12</sup> Form. 83.
561	Ardara, <sup>13</sup> co. Donegal.		<sup>13</sup> Form. 4.



562	Bruckless, co. Donegal	[—1857]
563	Carrick, co. Donegal	[P.P. 1833]
564	Mountcharles, co. Donegal	[P.P. 1836]

The Irish numbers in the list for 1924 only run to 28. All are preceded by an I.

## V

## LIST OF ABBREVIATIONS USED IN THE APPENDIXES

B.	‘The Line-engraved postage stamps of Great Britain’, by E. D. Bacon, 1920.
B. I.	‘History of the Adhesive Stamps of the British Isles’, by Wright and Creeke, 1899.
C. of P.	The ‘Select Committee on Postage’, 1837.
D.N.B.	Dictionary of National Biography.
E. B.	Encyclopaedia Britannica, eleventh edition.
H.	‘The History of the British Post Office’, by J. C. Hemmeon, 1912.
H. i.	‘The History of the Early Postmarks of the British Isles’, by J. G. Hendy, 1905.
H. ii.	‘The Postmarks of the British Isles, 1840–1876’, by J. G. Hendy, 1909.
H. S.	‘The Post Office, an historical Summary’, 1911.
I. M.	‘The Royal Mail to Ireland’, by E. Watson, 1917.
J.	‘The History of the Post Office from its establishment down to 1836’, by Herbert Joyce, 1893.
L.	‘His Majesty’s Mails’, by W. Lewins, 1864.
L. P.	‘London Philatelist.’
N. P. G.	National Portrait Gallery.
P. & E.	Bryan’s ‘Dictionary of Painters and Engravers’, edition of 1903.
P. & W.	‘The Postage and Telegraph Stamps of Great Britain’, by Philbrick and Westoby, 1881.

## In Appendix IV

P.P.	Penny Post.	5C.	Fifth Clause post.
P.T.	Post town.	E	English list.
S.O.	sub office.	L	London list.

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THE  
BRITISH POST OFFICE  
FROM ITS BEGINNINGS TO  
THE END OF 1925

By C. F. DENDY MARSHALL

FELLOW OF THE ROYAL PHILATELIC SOCIETY  
LONDON

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## NOTE

ALTHOUGH the history of the Post Office is an extremely interesting subject, it hardly meets with the attention it deserves from philatelists. It offers an almost boundless field for research, and for the collection of items which illustrate it, and which may be gathered from all kinds of unexpected places.

The following pages have been compiled in the hope of stimulating interest in the collection of postal matters other than adhesive stamps—of course in addition to, not in substitution for, the latter; and to suggest that a collection designed to illustrate the history of the Post Office is on a more elevated plane than one which merely aims at exhibiting as complete a show of ‘adhesives’ as possible; also with the desire to include as much information on the subject as can be comprised in a single volume—information which has been gathered from many sources and with much care.

The making of a collection of the nature indicated will be greatly facilitated by the use of Appendixes I and II, which, for practical purposes, form a catalogue of items to be sought for.

The Bibliography gives a list of all publications of importance dealing with the subject of the British Post Office which the author has been able to discover, drawing attention to mistakes which have been made. The lists of obliterations contain a considerable amount of matter that has never been published before, and does not exist in a collected state at the Post Office itself.

The illustrations consist almost entirely of items which have not previously appeared in books on the Post Office.

Besides its obvious appeal to collectors, this book has a strong claim to the attention of all who are interested in the evolution of social conditions, being a valuable contribution to the history of one of their most important factors.

CHAPTER I

EARLY HISTORY

THE history of the Post Office may be said to commence in the sixteenth century. Prior to that time, such communication as existed, carried on by royal messengers, was more or less spasmodic, 'posts' being set up on certain routes as the exigencies of the time and the political and military situations called for them, and being withdrawn after the necessity had ceased.

Six-  
teenth  
century.

In the reign of Henry VIII some permanent posts were set up by Sir Brian Tuke, the 'Master of the Posts'; that is to say, stations where horses were kept for the use of the King's couriers. Beyond official correspondence, probably very few letters were taken. In the reign of Queen Elizabeth we find a new kind of 'poste' established on some of the main roads, the word now coming to mean postmen or postboys. They carried a few private letters, at first more or less under sufferance. Two Proclamations of 1583 bear on the subject. The first consists of:

'Orders set downe and allowed by the Lordes of her Majestie's privy counsell and appoynted to be put in printe for the Postes between London and the borders of Scotland. At Westminster the fourteenth of January 1583.

Item that no packets or letters shall be sufficient warrant or authoritie to constrain the postes to runne with them in poste, except they be directed for her Majestie's affaires, and shall be signed either by her Majestie, her privie Counsell or any of the personages authorized and above named.'

The post was to ride in summer seven miles an hour, and in winter five. He was to 'blow his horne so oft as he meets companie, or passeth through any towne, or at the least thrise in every mile'. From the above, which is signed by ten members of the Council, it is obvious that they did not regard private letters with favour. The Postmaster-General, however, thought otherwise, and issued a Proclamation on his own account eight days later, the ninth and tenth clauses of which distinctly sanction their carriage. It is sufficiently interesting to give in full.

1583.

Articles set downe by the right worshipful Thomas Randolph Esquier, Master and Comptroller Generall of all her Majestie's Postes, and straightly by him commanded to be kept by the Postes from London, to the Northerne



*Specimen Illustration*



PLATE X

H.M. KING EDWARD VII. A Drawing by Emil Fuchs from which the stamps were taken.



## CHAPTER VII

### THE JUBILEE ISSUE

1887. **O**N the 1st January, 1887, the 'Jubilee' issue appeared. It was the outcome of the deliberations of a Committee appointed in consequence of the unpopularity of the previous issue. After the stamps had been produced, about a dozen handsome albums were made up and presented to the members as souvenirs, entitled 'Before and after the Stamp Committee'. They contained three pages of postage stamps from  $\frac{1}{2}$ d. to 1s. ; one with the issues before 1884, one with those of that year, and the last with the new issue. The first page is particularly interesting, as, in order to make up a complete set, the 9d. value was taken from the sheet of Plate 5 at Somerset House, which had never been put into regular service. It was specially perforated by a machine differing from the usual one. The 1s. was from Plate 14, printed in lilac, a colour which was never adopted.

The values were  $\frac{1}{2}$ d.,  $1\frac{1}{2}$ d., 2d.,  $2\frac{1}{2}$ d., 3d., 4d., 5d., 6d., 9d., and 1s. All, except the first and last, were either in two colours, or printed on coloured paper. At first the margins were entirely plain. As the exact chronology of the marginal varieties of this issue is somewhat obscure, they will all be dealt with at this point.

They were in sheets of 240, two panes of 120 ; except the 4d. and 9d., which were in sheets of 80, four panes of 20.

Control letters were introduced almost at once on the  $\frac{1}{2}$ d. value ; A to E. In 1888 a continuous line was added ; letters B to Q. The line was usually rounded at the corners, but D to F also occur with it square, or nearly so.

In 1888 the  $1\frac{1}{2}$ d. appeared with continuous green and purple lines ; in 1890 and subsequently the green lines were at the sides only.

Lines appeared on the 2d. in 1889. The red ones were always broken, except in December of that year and January, 1890, when they were continuous, like the green ones.

The  $2\frac{1}{2}$ d. margins were blank until 1896, when a line was added, line-blocks between the panes following in 1900.

The alterations to the 3d. were the same as the last, except that the line did not come until 1897.

In the case of the 4d., the modifications were more complicated.



## INDEX OF PERSONS

165

MOORSOM, —. Captain of the Falmouth packet 'Princess Amelia', 1812, q. v., App. II.

MORLEY, RT. HON. ARNOLD (1849–1916). P.M.G. 19 Aug. 1892—5 July, 1895. H.S. 137.

MORSE, SAMUEL FINLEY BREESE (1791–1872), American artist and inventor. A pioneer of telegraphy; originator of the electromagnetic recording telegraph and of the well-known 'Morse' code. There is a bronze statue of him in the Central Park, New York.

See 'Life of S. F. B. Morse', by S. I. Prime, New York, 1875.—E.B.

MORTON, J—E—. Twopenny Post Letter-carrier. He submitted essays in 1839.

*Philatelic Record*, Nov. 1881.

MULREADY, WILLIAM (1786–1863), genre painter. He designed the covers and envelopes which were issued in 1840, and were not received with favour. He was not, as has been sometimes stated, a competitor for the prize offered by the Treasury, but was approached on behalf of the Government and asked for a drawing. In a Spanish book on the History of the Post he is said to have been called the 'English Meissonier'.

See 'Fifty Years of Public Life', by Sir Henry Cole, vol. ii, p. 63. Also 'The Mulready Envelope and its Caricatures', by Major E. B. Evans.—

D.N.B.—P. & E.—N.P.G.—E.B.

MURRAY, ROBERT (1635–1725?), clerk in the 'letter office' (i.e. G.P.O.). He was dismissed in 1679 for being concerned in the publication of a seditious 'Appeal' in favour of making the Duke of Monmouth the next heir to the Crown, and afterwards became an upholsterer. He appears to have originated the idea of the London Penny Post, though to Dockwra belongs the credit of giving it practical shape. No doubt Murray's experience was very valuable. The latter was afterwards connected with the South Sea Company.

J. 36.—H. 28.—D.N.B.—See also 'The King's Journalist', pp. 216, 220.

MYERS & Co., of Budge Row, London. Submitted essays for postage stamps in 1841.

P. & W. 280 (No. 7).

## N

NOBBS, MOSES. The last of the mail-coach guards. See Bibliography, under Pamphlets.

NOLAN, WILLIAM. Submitted essays for the Treasury competition, 1839.

NORMANBY, 1st Marquis (Constantine Henry Phipps, 1797–1863). In 1822 he proposed the abolition of the office of one of the Postmasters-General. [Stipple by Robinson; after Crowley.]

J. 397.—D.N.B.—E.B.

NORTH, FREDERICK, 2nd Earl of Guilford, better known as Lord North (1732–1792). Prime Minister, 1770–1782. He tried to check the forgery of franks. [Stipple by Bocquet; after Dance.]

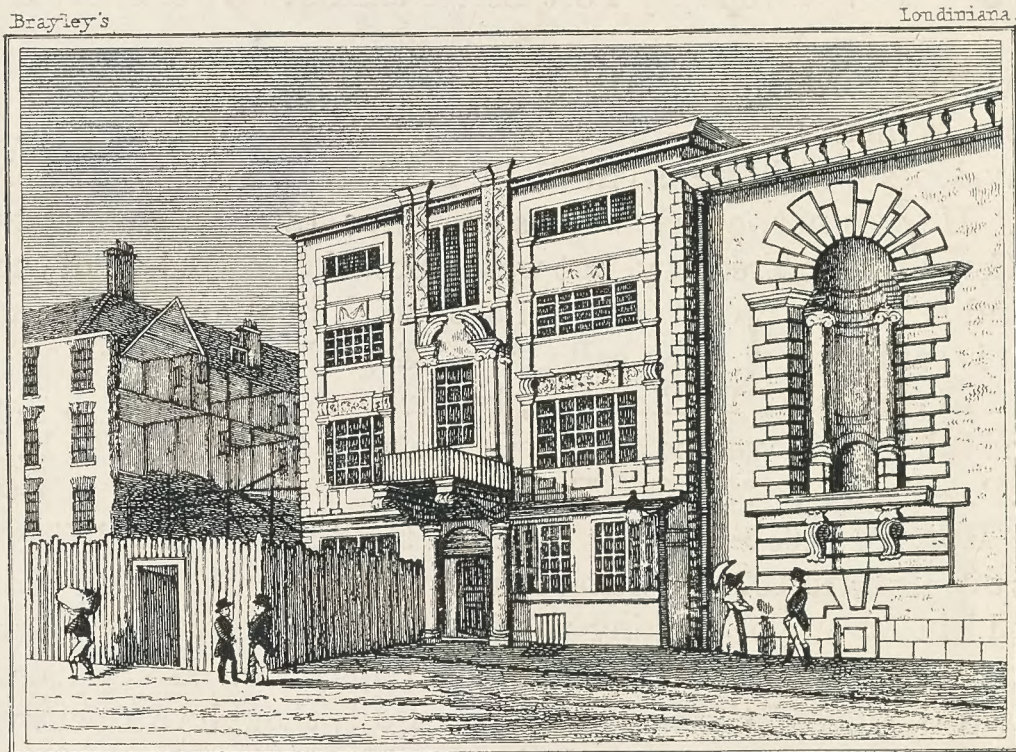
J. 191, 206.—D.N.B.—N.P.G.—E.B. xii. 691.



## PLACES AND THINGS

195

located for considerable periods were, first in Cloak Lane, near Dowgate Hill, whence it was removed in the first half of the seventeenth century to the Black Swan in Bishopgate Street, where it was at the time of the Great Fire. From March, 1678, it was at the mansion of Sir Robert Viner in Lombard Street, next to the church of St. Mary Woolnoth, where it remained until its removal to St. Martins le Grand in 1829. About 1793 it was enlarged by taking in two houses adjoining, which belonged to the Drapers' Company. Fig. 3 shows it at this precise juncture. In Sept. 1829 the G.P.O. at St. Martins le Grand was opened. It was superseded



GENERAL POST OFFICE, LOMBARD STREET, ABOUT 1793.

Thos. Hurst, Edw<sup>d</sup>. Chance & C<sup>o</sup>. London.

Fig. 3.

in 1910, the business being transferred to King Edward Street, and the building being pulled down. There are a number of beautiful coloured prints of it, imitations of which are common. There is also one of a mail coach starting from Lombard Street.

J. 39, 295, 410.—E.H. 283.—H. i. 52.—See also an article, 'The old home of the Post Office', 'St. Martins le Grand', vol. i, pp. 78, 149, 232. GIBRALTAR. Taken by Sir George Rooke in 1704. Ordinary British stamps were used here from Aug. 1857 to the end of 1885. An obliterator 'G' was sent out in Aug. 1857; 'A26' in Feb. 1859. The p.o. was transferred to the local administration, 1st June, 1896.

'GLENER'. Packet. See 'Gulnare'.

GOLD COAST. British registered envelopes with overprint were used from 1888 to about 1904. Three obliterations in the English series were assigned here in 1875 and 1879, namely, 554, 556, and B27.







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